SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

162

To Take Effect Sunday, June 29, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

C. F. DONNATIN,
Assistant General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

J. D. BRENNAN,
Superintendent.

FRESNO SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD						Distance from San Francisco	Time Table No. 162 June 29, 1941	Distance from Bakersfield	WESTWARD					
	THIRD CLASS	SECOND CLASS	FIRST CLASS							FIRST CLASS				THIRD CLASS	
	782 Freight	400 Freight	56 Tehachapi	52 San Joaquin	60 West Coast	26 Owl				25 Owl	59 West Coast	55 Tehachapi	51 San Joaquin	781 Freight	783 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS A. B. S.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Fresno Yard BKWOP	1.35 PM	4.00 AM					201.8	TO-R FRESNO YARD 3.7	111.1					3.40 AM	12.30 PM
BKW OTYP	1.45	4.10	5.30 PM	12.50 PM	12.40 AM	12.15 AM	205.5	TO-R FRESNO Double Track 3.6	107.4	s 2.40 AM	s 4.00 AM	s 7.00 AM	s 3.50 PM	3.30	12.20
I P	1.55	4.20	5.40	12.56	12.48	12.23	209.1	TO CALWA TOWER A. T. & S. F. Crossing 1.3	103.8	2.30	3.50	6.50	3.41	3.20	12.10 PM
P			f				210.4	MALAGA 4.7	102.5			f			
118 P	2.05	4.30	f 5.48	1.01	12.54	12.29	215.1	TO FOWLER 5.6	97.8			s 6.41	3.34	3.10	11.57 AM
Yard Limits 125 P	2.15	4.40	s 5.57	1.08	1.00	f 12.36	220.7	SELMA 4.9	92.2	f 2.14	3.34	s 6.32	3.28	3.00	11.47
Yard Limits 102 WP	2.25	4.50	s 6.06	1.13	1.05	12.41	225.6	TO KINGSBURG 5.7	87.3	2.05	3.27	s 6.23	3.23	2.50	11.37
108 P	2.34	4.59	f 6.13	1.19	1.11	12.47	231.3	TRAVER 2.4	81.6	1.58	3.20	6.14	3.17	2.41	11.28
65 P	2.38	5.03	6.16	1.21	1.14	12.50	233.7	CROSS 5.4	79.2	1.55	3.17	6.11	3.15	2.37	11.24
Yard Limits 91 WYP	2.46	5.11	s 6.25	1.26	1.20	12.55	239.1	TO-R GOSHEN JCT. 6.5	73.8	1.48	3.11	s 6.00	3.10	2.29	11.16
63 P	**3.04**	5.21	f 6.32	1.32	1.26	1.01	245.6	TAGUS 4.1	67.3	1.41	3.04	5.45	**3.04**	2.19	11.06
							249.7	TO TULARE TOWER A. T. & S. F. Crossing 0.3	63.2						
Yard Limits 92 P	3.12	**5.30**	s 6.45	s 1.40	f **1.33**	s 1.08	250.0	TULARE 5.8	62.9	s **1.33**	f 2.57	s **5.30**	s 2.57	2.10	10.57
63 P	3.22	5.48	7.00	1.47	1.45	**1.19**	255.8	OCTOL 4.6	57.1	**1.19**	2.49	5.13	2.48	2.00	10.47
86 WP	3.32	5.55	s 7.15	1.51	**1.50**	1.25	260.4	TO TIPTON 6.4	52.5	1.11	2.44	s 5.03	2.44	**1.50**	10.40
96 P	3.42	6.05	s 7.25	1.57	1.57	**1.32**	266.8	TO PIXLEY 5.6	46.1	1.04	2.36	s 4.53	2.38	**1.32**	10.22
86 P	3.51	6.14	f 7.33	2.02	2.04	1.38	272.4	TO EARLIMART 4.1	40.5	12.57	2.30	s 4.43	2.33	1.23	10.13
63 P	3.59	6.22	7.38	2.06	2.09	1.43	276.5	RADNOR 4.2	36.4	12.52	2.25	4.35	2.29	1.15	10.05
Yard Limits 85 WP	4.07	6.30	s 7.52	2.10	**2.19**	1.50	280.7	TO DELANO 6.3	32.2	f 12.47	**2.19**	s 4.29	2.25	1.08	9.58
63 P	4.16	6.39	s 8.02	**2.18**	2.28	1.58	287.0	TO Mc FARLAND 5.6	25.9	12.40	2.12	s 4.18	**2.18**	12.59	9.49
W. 81 E. 150 KWTP	4.25	6.48	f 8.10	2.28	2.34	**2.06**	292.6	TO-R FAMOSO 3.3	20.3	12.34	**2.06**	f 4.08	2.13	12.50	9.40
64 P	4.30	6.53	8.14	2.31	2.38	2.14	295.9	SLATER 4.6	17.0	12.30	2.00	4.04	2.10	12.45	9.35
85 P	4.37	7.00	8.20	2.35	2.43	2.19	300.5	LERDO 2.5	12.4	12.25	1.55	3.59	2.06	12.38	9.28
92 P	4.41	7.04	8.23	2.38	2.46	2.23	303.0	PROSPERO 2.8	9.9	12.22	1.52	3.56	2.03	12.34	9.24
62 P	4.46	7.09	8.26	2.41	2.49	2.26	305.8	SACO 2.8	7.1	12.18	1.48	3.53	2.00	12.29	9.19
Bakersfield Yd. 82 YP	4.51	7.14	8.30	2.44	2.52	2.30	308.6	R OIL JCT. 4.3	4.3	12.15	1.45	3.50	1.57	12.24	9.14
BKW OTYP	5.05 PM	7.30 AM	s 8.40 PM	s 2.53 PM	s 3.00 AM	s 2.40 AM	312.9	TO-R BAKERSFIELD	0.0	12.05 AM	1.35 AM	3.40 AM	1.50 PM	12.10 AM	9.00 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(111.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.30) 31.74	(3.30) 31.74	(3.10) 33.91	(2.03) 52.39	(2.20) 46.02	(2.25) 44.44		............Time over District.............. ....Average Speed per Hour..........		(2.35) 41.57	(2.25) 44.44	(3.20) 32.22	(2.00) 53.70	(3.30) 31.74	(3.30) 31.74

RULE 5. Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville Line.
Schedule time and train orders for trains at Oil Jct. apply at crossover switch just west of Signal 3086.

RULES 86 and 87. Second and inferior class trains, extra trains and engines must clear time of No. 51 and No. 52 not less than ten (10) minutes.

No. 52 reduce speed to 10 MPH when requested by R.P.O. clerk to dispatch registered coin.

ADDITIONAL STATIONS:

Muscatel	200.2
Winedale (Spur)	222.8
Midvalley (Spur)	243.4
Alfac (Spur)	262.3
Vinland (Spur)	284.5

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
60	Selma	Discharge		Stockton	Daily
60	Delano	Discharge		Stockton	Daily
56	Any Station	Discharge		Delano	Daily
55	Any Station	Discharge		Los Angeles	Daily
26	Delano	Receive & Discharge	Los Angeles	Tracy	Daily
59	Delano	Receive	Stockton		Daily

TEHACHAPI SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD										Distance from San Francisco		Time Table No. 162 June 29, 1941		Distance from Mojave	WESTWARD								
	SECOND CLASS				FIRST CLASS											FIRST CLASS						THIRD CLASS		
	816	814	812	810	56	2	52	24	60	26						55	1	51	23	25	59	811	813	815
	Freight	Freight	Freight	Freight	Tehachapi	Santa Fe Passenger	San Joaquin	Santa Fe Passenger	West Coast	Owl						Tehachapi	Santa Fe Passenger	San Joaquin	Santa Fe Passenger	Owl	West Coast	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Bakersfield yard BKWO TYP					9.00 PM		3.00 PM		3.10 AM	2.50 AM	312.9	A. B. S.	TO-R BAKERSFIELD 0.7		67.8	s 3.20 AM		s 1.43 PM		s 11.55 PM	s 1.25 AM			
KI P	6.30 PM	11.55 AM	6.05 AM	12.01 AM	9.02	7.20 PM	3.02	8.25 AM	3.12	2.52	313.6		TO-R KERN JCT. 3.4	Double Track	67.1	3.17	11.20 AM	1.41	9.50 PM	11.52	1.22	8.55 AM	6.00 PM	2.35 AM
No Siding P											317.0		MAGUNDEN 3.1		63.6									
No Siding P					f						320.1		EDISON 7.8		60.6	f								
87 P	6.55	12.20 PM	6.30	12.26	9.22	7.38	3.18	8.42	3.30	3.11	327.9		BENA 3.4		52.8	2.55	11.03	1.25	9.33	11.30	1.00	8.22	5.30	2.10
93 P	7.03	12.28	6.38	12.34	**9.28**	7.43	3.23	8.47	3.35	3.17	331.3		ILMON 3.9		49.4	2.50	10.58	1.20	**9.28**	11.24	12.54	8.12	5.21	2.00
E 78 W78 IWP	7.18	12.40	6.50	**12.45**	s 9.39	7.52	3.31	8.56	3.44	3.25	335.2		TO CALIENTE 3.0		45.5	f 2.40	10.48	1.12	9.17	11.15	**12.45**	8.00	5.08	1.48
88 I P											338.2		ALLARD 2.3		42.5	2.30	10.40	1.06	9.09	11.08	12.39	7.50	4.59	1.39
W 81 E 81 IWP		**1.01**									340.5		TO BEALVILLE 1.8		40.2			**1.01**						
79 IP	7.45	1.08	7.17	1.11	9.57	8.09	3.46	9.12	4.02	3.42	342.3		CLIFF 3.2		38.4									
E 83 W82 P	7.55	1.18	**7.27**	**1.21**	10.04	8.16		9.19	4.09	3.49	345.5		ROWEN 3.3		35.2	2.14	10.25	12.51	8.54	10.52	12.23	**7.27**	4.36	**1.21**
129 IWP No. 2 Sdg 73	8.15	1.40	7.55	1.45	f 10.14	8.24	3.59	9.26	4.18	3.58	348.8		TO WOODFORD 3.0		31.9	s 2.06	10.18	12.44	8.47	10.44	12.16	7.17	4.26	12.59
106 P	8.24	1.51	8.10	**1.58**	10.22	8.31	4.05	9.33	4.26	4.05	351.8		WALONG 2.3		28.9	**1.58**	10.12	12.38	8.41	10.37	12.10	7.07	4.17	12.47
W79 E 79 IWP	**8.36**	2.01	8.21	2.10	**10.31**	**8.36**	**4.10**	9.38	4.32	4.11	354.1		TO MARCEL 2.6		26.6	1.53	10.07		**8.36**	**10.31**	12.05 AM	7.00	**4.10**	12.40
88 P	8.50	2.12	8.32	2.20	10.38	8.45		9.44	4.40	4.19	356.7		CABLE 3.9		24.0	1.47	10.01	12.28	8.25	10.25	11.59 PM	6.52	3.52	12.32
Yard Limits KIWP 98	9.05	2.25	8.45	2.35	s 10.49	8.55	4.23	**9.53**	4.49	f 4.29	360.6		TO-R TEHACHAPI 1.8	Double Track	20.1	s 1.38	**9.53**	12.20	8.15	f 10.15	11.50	6.40	3.40	12.20 AM
107 YP					10.52			10.00	4.53	4.33	362.4		SUMMIT SWITCH 2.6		18.3	1.32	9.48		8.11	10.11	11.46			
76 P					s 10.57	9.02	4.29	10.06	4.59	4.38	365.0		MONOLITH 3.0		15.7	s 1.27	9.44	12.13	8.07	10.07	11.41			
Yard Limits YP											368.0		ERIO 1.9		12.7									
WP					11.03	9.08	4.35	10.13	5.05	4.44	369.9		CAMERON 4.4		10.8	f 1.17	9.38	12.06 PM	8.01	9.59	11.32			
85 P					11.09	9.14	4.41	10.22	5.12	4.51	374.3		WARREN 6.4		6.4	1.07	9.31	11.59 AM	7.54	9.50	11.22			
Yard BKWOYP	10.25 PM	3.30 PM	9.55 AM	3.55 AM	s 11.20 PM	s 9.27 PM	4.50 PM	s 10.37 AM	s 5.25 AM	s 5.05 AM	380.7		TO-R MOJAVE		0.0	12.50 AM	9.18 AM	11.50 AM	7.40 PM	9.35 PM	11.05 PM	5.40 AM	2.40 PM	11.15 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.55) 17.13	(3.35) 18.72	(3.50) 17.50	(3.54) 17.20	(2.20) 29.55	(2.07) 31.70	(1.50) 36.98	(2.12) 30.50	(2.15) 30.13	(2.15) 30.13			Time over District Average Speed per Hour			(2.30) 27.12	(2.02) 33.00	(1.53) 36.00	(2.10) 30.96	(2.20) 29.05	(2.20) 29.05	(3.15) 20.64	(3.20) 20.13	(3.20) 20.13

RULE 5. Schedule time and train orders at Tehachapi apply at end of double track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
59	Tehachapi	Receive	Stockton		Daily
51	Tehachapi	Receive & Discharge	Fresno	Glendale	Daily
52	Tehachapi	Receive & Discharge	Glendale	Fresno	Daily
1 and 23	Tehachapi Woodford Caliente	Receive & Discharge	West of Bakersfield	East of Mojave	Daily
2 and 24	Tehachapi Woodford Caliente	Receive & Discharge	East of Mojave	West of Bakersfield	Daily

EASTWARD

MOJAVE SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS				Distance from San Francisco		Time Table No. 162 June 29, 1941 STATIONS	Distance from Burbank Jct.	FIRST CLASS				THIRD CLASS			
	816	814	810	56	52	60	26					51	25	59	55	811	785	813	815
	Freight	Freight	Freight	Tehachapi	San Joaquin	West Coast	Owl					San Joaquin	Owl	West Coast	Tehachapi	Freight	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
BKWOYP Yard	11.15 PM	4.35 PM	4.40 AM	11.35 PM	4.50 PM	5.30 AM	5.10 AM	380.7		TO-R MOJAVE 4.1	90.9	s 11.49 AM	s 9.28 PM	s 11.00 PM	s 12.33 AM	5.05 AM	12.45 PM	2.05 PM	10.30 PM
91 P	11.25	4.45	**4.50**	11.41		5.36	5.16	384.8		FLETA 2.5	86.8		9.22	10.54	12.27	**4.50**	12.30	1.49	10.16
92 P	11.30	**4.58**	5.00	11.44	**4.58**	5.40	5.20	387.3		GLOSTER 3.1	84.3	11.41	9.19	10.50	12.23	4.46	12.20	1.39	10.11
88 P	11.36	5.07	5.06	11.48		5.44	5.24	390.4		ANSEL 3.9	81.2		9.15	10.45	12.18	4.41	12.11	1.30	10.03
103 P	11.45 PM	5.18	5.13	f 11.53 PM		5.49	5.29	394.3		ROSAMOND 5.6	77.3		9.10	10.39	f 12.12	4.35	12.03 PM	1.22	9.56
59 P	**12.01** AM	5.28	5.23	**12.01** AM		5.56	5.36	399.9		OBAN 5.6	71.7		9.03	10.31	**12.01** AM	4.26	11.53 AM	1.12	9.46
Yard Limits 95 BKWOP	12.30	5.45	**5.44**	s 12.14	5.18	6.03	**5.44**	405.5		TO-R LANCASTER 4.3	66.1	11.21	f 8.55	10.24	s 11.51 PM	4.17	11.43	1.02	9.36
59 P	12.43	6.00	6.00	12.20		6.08	5.50	409.8		DENIS 4.0	61.8		8.47	10.17	11.36	4.10	11.34	12.53	9.28
76 WY P	12.51	6.08	6.08	s 12.29		6.13	5.55	413.8		TO PALMDALE 2.5	57.8		8.43	10.13	s 11.30	4.04	11.26	12.45	9.20
97 P	12.58	6.15	**6.16**	12.34	5.29	**6.16**	5.59	416.3		HAROLD 4.2	55.3	11.10	8.40	10.09	11.23	3.57	11.19	12.38	9.13
E. 77 Yard Lts. W. 77 Y P	1.20	6.45	6.40	12.45	5.37	6.25	6.09	420.5		TO VINCENT 4.5	51.1	**11.02**	8.31	10.00	11.14	3.45	**11.02**	12.23 PM	9.00
91 P	1.34	6.59	6.54	12.54		6.34	6.19	425.0		PARIS 1.1	46.6		8.20	9.50	11.04	3.22	10.45	11.56 AM	8.35
*13 P				f 12.57				426.1		ACTON 2.9	45.5				f 11.01				
99 WP	1.50	7.21	7.16	f 1.06	5.54	6.42	6.28	429.0	A. B. S.	TO RAVENNA 5.6	42.6	10.45	**8.11**	9.42	f 10.53	3.09	10.31	11.43	**8.11**
*89 P	2.15	**7.36**	7.33	1.19		6.54	6.40	434.6		RUSS 4.2	37.0		7.59	9.30	10.41	2.52	10.14	11.26	**7.36**
105 WP	**2.39**	**7.50**	7.46	f 1.29	6.14	7.03	6.49	438.7 438.8		TO LANG 4.3	32.8	10.25	**7.50**	9.21	f 10.32	**2.39**	10.01	11.13	7.19
*91 P	2.52	8.18	7.59	1.39		7.12	6.58	443.1		HUMPHREYS 3.8	28.5		7.41	9.12	f 10.23	2.27	9.49	11.01	7.07
87 P	3.03	8.30	8.10	1.47	6.31	7.20	7.07	446.9		HONBY 3.7	24.7	10.08	7.33	9.04	10.14	2.16	9.38	10.50	6.56
W. 73 Yard Lts. M. 23 BKW E. 66 OYP	3.14	**8.55**	8.21	s **2.01**	**6.38**	7.28	f 7.15	450.6		TO-R SAUGUS 2.4	21.0	10.01	s 7.24	**8.55**	s 10.05	**2.01**	9.27	10.39	**6.38**
57 P				f				453.0		NEWHALL 0.7	18.6				f				
74				2.06	6.43	7.33	7.20	453.7		ELAYON 2.9	17.9	9.56	7.14	8.48	9.51				
56 P	3.32	9.18	8.39	2.17				456.6		TUNNEL 2.6	15.0		7.06		9.44	1.28	9.09	10.21	6.20
78 P	3.41	9.27	8.48	2.22	**6.54**	7.47	7.35	459.2		SYLMAR 2.6	12.4	9.46	**6.54**	8.37	9.39	1.21	9.02	10.14	6.12
Yard Limits 98 WP	3.48	**9.33**	**8.55**	s 2.29	6.58	7.52	7.41	461.8		TO SAN FERNANDO 1.6	9.8	9.42	6.45	8.32	s **9.33**	1.14	**8.55**	10.07	6.05
79 P	3.52	9.37	8.59	f 2.34	7.01	7.55	7.45	463.4		PACOIMA 2.2	8.2	9.39	6.42	8.28	9.27	12.59	8.43	10.03	5.50
P								465.6		WAHOO 2.3	6.0								
91 P	4.03	9.48	9.10	f 2.42		8.01	7.52	467.9		ROSCOE 3.7	3.7		6.36	8.22	9.21	12.47	8.33	9.53	5.40
53 PI	4.13 AM	10.05 PM	9.20 AM	2.50 AM	7.10 PM	8.10 AM	7.59 AM	471.6		TO BURBANK JCT. 90.9	0.0	9.29 AM	6.31 PM	8.16 PM	9.15 PM	12.35 AM	8.25 AM	9.45 AM	5.25 PM
TIME AT GLENDALE, LOS ANGELES YARD AND LOS ANGELES (LAUPT) FOR INFORMATION ONLY. SEE LOS ANGELES DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN BURBANK JCT. AND LOS ANGELES.																			
				3.05 AM	7.20 PM	8.22 AM	8.12 AM	477.1		5.5 GLENDALE 2.6		9.21 AM	6.23 PM	8.08 PM	9.04 PM				
	4.40 AM	10.30 PM	9.50 AM					479.7		LOS ANGELES YARD 3.1						12.10 AM	8.00 AM	9.20 AM	5.00 PM
				4.00 AM	7.40 PM	8.45 AM	8.35 AM	482.8		LOS ANGELES (LAUPT)		9.00 AM	6.00 PM	7.45 PM	8.25 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.58) 18.30	(4.30) 20.20	(4.40) 19.47	(3.15) 27.94	(2.20) 38.95	(2.40) 34.08	(2.49) 32.27			Time over District......... Average Speed per Hour.........		(2.20) 38.95	(2.57) 30.81	(2.44) 33.25	(3.18) 27.54	(4.30) 20.20	(4.20) 20.93	(4.20) 20.39	(5.05) 17.83

RULE 5. Schedule time and train orders for first-class trains at Saugus apply at initial switch Middle Siding at which opposing trains enter Siding.
See special rule 105.
Schedule time and train orders at Burbank Jct. apply at End of double track.

Additional Station: Waltz Jct. 454.4.

Intermediate Spur: Consolidated Rock Co. M.P. 465.1. Capacity 10 cars.

No. 51 reduce speed to 10 MPH at Newhall and Lancaster and make a momentary stop at Saugus, for the safe dispatch of registered coin when requested by the R. P. O. clerk and reduce speed to 10 MPH at Saugus to permit dispatching and receiving mail.

No. 52 reduce speed to 10 MPH at Lancaster to permit mail to be thrown into mail car.

No. 25 reduce speed to 10 MPH at San Fernando to permit mail to be thrown into mail car.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
26	Lancaster	Receive & Discharge	Glendale	Fresno	Daily
26	Palmdale	Receive & Discharge	Glendale	Fresno	Daily
59	Lancaster	Receive	Stockton		Daily
60	Lancaster	Discharge		Fresno	Daily
25	Palmdale	Receive & Discharge	Fresno	Glendale	Daily
25	San Fernando	Receive	Mojave		Daily
59	San Fernando	Receive	Fresno		Daily
59	Saugus	Receive	Bakersfield		Daily
26	San Fernando	Receive & Discharge	Colton	Fresno	Daily
60	Saugus	Discharge		Stockton	Daily
60	San Fernando	Discharge		Stockton	Daily

EASTWARD FRESNO SUBDIVISION WESTWARD

Time Table No. 162

June 29, 1941

Capacity of Sidings in Car Lengths	Distance from San Francisco			STATIONS	Distance from Famoso
Fresno yd. BKWO TYP	205.5		TO-R	FRESNO	104.3
				1.5	
I	207.0		TO	SUNMAID TOWER A. T. & S. F. Crossing	102.8
				4.8	
22 P	211.8			BUTLER	98.0
				1.2	
PY	213.0			LOCANS	96.8
				1.5	
27 P	214.5			IVESTA	95.3
				1.4	
80 P	215.9			CLOTHO	93.9
				3.9	
Yard Limits 93 WP	219.8		TO	SANGER	90.0
				3.0	
15	222.8			TARN	87.0
				2.5	
P	225.3			FARGO	84.5
				2.6	
P	227.9			LACJAC	81.9
				0.1	
	228.0			A. T. & S. F. Crossing (Stop)	81.8
				1.9	
Yard Limits 89 P	229.9		TO	REEDLEY	79.9
				5.1	
Yard Limits 67 WP	235.0			DINUBA	74.8
				4.6	
24 P	239.6			MONSON	70.2
				4.0	
	243.6			A. T. & S. F. Crossing (Stop)	66.2
				2.8	
25 P	246.4			TAURUSA	63.4
				3.0	
18	249.4			IVANHOE	60.4
				8.0	
Yard Limits 77 KWYP	257.4	A. B. S.	TO-R	EXETER	52.4
				3.1	
No Siding	260.5			BURR	49.3
				3.8	
Yard Limits 124 P	264.3		TO	LINDSAY	45.5
				4.3	
38 P	268.6			STRATHMORE	41.2
				2.3	
13	270.9			ZANTE	38.9
				3.5	
20 P	274.4			PORTERVILLE	35.4
				0.4	
Yard Limits 48 BKWYP	274.8		TO-R	PORTERVILLE-OLIVE ST.	35.0
				1.7	
20	276.5			PONCA	33.3
				1.5	
32	278.0			LOIS	31.8
				4.6	
26 P	282.6			TERRA BELLA	27.2
				4.5	
72 KP	287.1		TO-R	DUCOR	22.7
				2.9	
24 P	290.0			ORRIS	19.8
				1.5	
Spur	291.5			VESTAL	18.3
				3.4	
72 YP	294.9		R	RICHGROVE	14.9
				4.1	
25 P	299.0			JASMIN	10.8
				10.8	
KWTP	309.8		TO-R	FAMOSO	0.0
				(104.3)	

..............Time over District..............
..........Average Speed per Hour..........

ADDITIONAL STATIONS:

Goldleaf	209.9
State Center (at end of spur from Goldleaf)	210.8
Reka	221.0
Rusconi (Spur)	221.8
Uva (Spur)	227.1
Efco (Spur)	227.6
Lort (Spur)	254.0
Vance	262.8
Stout (Spur)	265.8
Lisko (Spur)	272.2
Quality	295.9

FRESNO SUBDIVISION

EASTWARD Time Table No. 162 WESTWARD

June 29, 1941

Success Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Clavicle
Yard Limits 42 BKWYP	274.8	TO-R	PORTERVILLE-OLIVE ST.	13.3
			0.8	
	275.6		A. T. & S. F. Crossing (Stop)	12.5
			4.4	
21	280.0		WORTH	8.1
			2.4	
32	282.4		SUCCESS	5.7
			5.7	
6	288.1		CLAVICLE	0.0
			(13.3)	

..............Time over District..............
..............Average speed per hour..............

FRESNO SUBDIVISION

EASTWARD Time Table No. 162 WESTWARD

June 29, 1941

Richgrove Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Jovista
75 YP	294.9	R	RICHGROVE	4.1
			2.7	
50	297.6		TROCHA	1.4
			1.4	
40	299.0		JOVISTA	0.0
			(4.1)	

..............Time over District..............
..............Average speed per hour..............

FRESNO SUBDIVISION

EASTWARD

Time Table No. 162

June 29, 1941

Riverdale Branch

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Goshen Jct.
	181.9		INGLE	64.6
			5.3	
15	187.2		TRANQUILITY	59.3
			4.5	
37	191.7		SAN JOAQUIN	54.8
			3.3	
No Siding	195.0		CALDWELL	51.5
			4.1	
34	199.1	TO	HELM	47.4
			7.2	
18	206.3		BURRELL	40.2
			8.4	
18	214.7	TO	RIVERDALE	31.8
			4.6	
Spur	219.3		HUB	27.2
			1.8	
	221.1		LATON & WESTERN RY. CROSSING (Stop)	25.4
			3.1	
No Siding	224.2 223.0		HARDWICK	22.3
			6.1	
E 41 Yd. Limits W 18 BWYP	229.1	TO-R	ARMONA	16.2
			3.1	
I	232.2		A. T. & S. F. CROSSING	13.1
			0.3	
Yard Limits 70	232.5	TO	HANFORD	12.8
			1.4	
Spur	233.9		SHELL	11.4
			3.7	
59	237.6		REMNOY	7.7
			7.7	
Yard Limits 101 WOYP	245.3	TO-R	GOSHEN JCT.	0.0
			(64.6)	

..........Time over District..........
..........Average Speed per Hour..........

FRESNO SUBDIVISION

EASTWARD

Time Table No. 162

June 29, 1941

Coalinga Branch

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Armona
16 Spur	269.9		CRUMP	40.6
			1.5	
Yard Limits 74 YP	268.4	TO-R	COALINGA	39.1
			1.7	
20 P	266.7		ORA	37.4
			6.7	
21 P	260.0		TURK	30.7
			7.3	
44 P	252.7	TO	HURON	23.4
			6.6	
53 P	246.1		WESTHAVEN	16.8
			6.7	
14 P	239.4		LETHENT	10.1
			2.9	
17 YP	236.5		ROSSI	7.2
			1.1	
16 Spur	235.4		HEINLEN	6.1
			1.5	
61 P	233.9	TO	LEMOORE	4.6
			4.6	
E 41 Yd. Limits W 18 BWYP	229.3	TO-R	ARMONA	0.0
			(40.6)	

..........Time over District..........
..........Average Speed per Hour..........

FRESNO SUBDIVISION

EASTWARD

Time Table No. 162

June 29, 1941

Visalia Branch

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS		Distance from Exeter
Yard Limits 101 WOYP	245.3	TO-R	GOSHEN JCT.		17.9
			7.8		
Yard Limits 46 P	253.1	A.B.S. {	VISALIA		10.1
			0.1		
	253.2		A. T. & S. F. CROSSING	Stop	10.0
			2.0		
P	255.2		AMBLER		8.0
			2.1		
Spur	257.3		RECTOR		5.9
			1.7		
28 P	259.0		FARMERSVILLE		4.2
			1.2		
P	260.2	A.B.S. {	GIANT OAK		3.0
			3.0		
Yard Limits 77 KWYP	263.2	TO-R	EXETER		0.0
			17.9)		

..........Time over District.......
........Average speed per hour.....

FRESNO SUBDIVISION

EASTWARD

Time Table No. 162

June 29, 1941

Stratford Branch

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Stratford
47	244.1	TO	STRATFORD	0.0
			4.2	
Spur	239.9		CUNEO	4.2
			3.4	
17 YP	236.5		ROSSI	7.6
			(7.6)	

..........Time over District..........
..........Average speed per hour..........

FRESNO SUBDIVISION

EASTWARD

Time Table No. 162

June 29, 1941

Clovis Branch

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Friant
Fresno Yard { BKWO TYP	205.5	TO-R	FRESNO	24.4
			1.6	
I	207.1		FRESNO TOWER A. T. & S. F. CROSSING	22.8
			2.3	
Spur	209.4		BARTON	20.5
			2.2	
Spur	211.6		GRANZ	18.3
			0.2	
Spur	211.8		MALTERMORO	18.1
			0.3	
	212.1		NAVIN	17.8
			0.8	
18	212.9		LAS PALMAS	17.0
			0.3	
	213.2		FRESNO INTERURBAN RY. CROSSING	16.7
			0.7	
No Siding	213.9		VANRIS	16.0
			1.0	
33	214.9		TARPEY	15.0
			1.2	
24	216.1		MELVIN	13.8
			1.3	
42 W	217.4	TO	CLOVIS	12.5
			1.1	
14	218.5		GLORIETTA	11.4
			2.4	
71 Y	220.9		PINEDALE	9.0
			2.0	
43	222.9		GORDON	7.0
			2.8	
	225.7		ROCKFIELD	4.2
			4.2	
Yard Limits 31 WT	229.9	TO	FRIANT	0.0
			(24.4)	

..........Time over District..........
..........Average Speed per Hour......

FRESNO SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 162 June 29, 1941 McKittrick Branch STATIONS	Distance from McKittrick
Bakersfield yd.	KI	313.6	TO-R	KERN JCT.	47.0
				1.7	
	P	315.3		BAKERSFIELD CORRALS	45.3
				1.4	
15		316.7		STRADER	43.9
				2.1	
45	P	318.8		WIBLE ORCHARD	41.8
				1.7	
7		320.5		VENOLA	40.1
				2.1	
20	P	322.6	R	GOSFORD	38.0
				5.8	
47		328.4		STEVENS	32.2
				7.7	
14		336.1		RIO BRAVO	24.5
				9.3	
		345.4		KILOWATT	15.2
				0.9	
88		346.3	TO	BUTTONWILLOW	14.3
				4.2	
64		350.5		LOKERN	10.1
				10.1	
32	Y	360.6	TO	McKITTRICK	0.0
				(47.0)	

.........Time over District.........
.........Average speed per hour.........

MOJAVE SUBDIVISION

EASTWARD — (Narrow Gauge) — WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 162 June 29, 1941 Keeler Branch STATIONS	Distance from Keeler
24	P	476.0		BENTON	101.2
				11.0	
13	YPW	487.0		HAMMIL	90.2
				4.3	
8		491.3		SHEALY	85.9
				15.5	
Yard Limits BKWOTP		506.8	TO-R	LAWS	70.4
				4.9	
20		511.7		BIGELOW	65.5
				4.4	
10		516.1		BLACK CANYON	61.1
				6.6	
14	P	522.7		ZURICH	54.5
				2.8	
40		525.5		MONOLA	51.7
				1.3	
10	Y	526.8		BENEME	50.4
				4.1	
8		530.9		ELNA	46.3
				6.0	
20	PW	536.9 536.2		ABERDEEN	40.3
				13.9	
14	PW	550.1		KEARSARGE	26.4
				5.1	
8		555.2		MANZANAR	21.3
				4.6	
Yard Limits BKOTP		559.8	TO-R	OWENYO	16.7
				3.9	
14		563.7		MT. WHITNEY	12.8
				5.0	
Spur		568.7		ALICO	7.8
				1.5	
Spur		570.2		DOLOMITE	6.3
				1.2	
Spur		571.4		MOCK	5.1
				0.8	
6		572.2		TRAMWAY	4.3
				4.3	
Yard Limits WYBK		576.5	TO-R	KEELER	0.0
				(101.2)	

.........Time over District.........
.........Average Speed per Hour.........

SUNSET RAILWAY COMPANY

EAST-WARD — WEST-WARD

Capacity of Sidings in Car Lengths		Distance from Gosford		Time Table No. 162 June 29, 1941 STATIONS	Distance from Maricopa
20	P	0.0	R	GOSFORD	32.1
				3.0	
15	P	3.0		BANNISTER	29.1
				7.0	
43		10.0		CONNER	22.1
				4.6	
46	W	14.6		MILLUX	17.5
				2.2	
		16.8		LEVEE	15.3
				10.9	
Yard Limits 39	Y	27.7		PENTLAND	4.4
				2.6	
28		30.3		HAZELTON	1.8
				1.8	
Yard Limits 18		32.1		MARICOPA	0.0
				(32.1)	

.......Time over District.......
.......Average speed per hour.......

EAST-WARD — WEST-WARD

Capacity of Sidings in Car Lengths		Distance from Pentland		Time Table No. 162 June 29, 1941 STATIONS	Distance from Taft
Yard Limits 39	Y	0.0		PENTLAND	8.7
				2.2	
13		2.2		KERTO	6.5
				5.1	
		7.3		LOWRY	1.4
				1.5	
Yard Limits 44		8.7	R	TAFT	0.0
				(8.7)	

.........Time over District.........
.........Average speed per hour.........

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules and Special Instructions in San Joaquin Division Time Table govern on Sunset Ry.

Train will not exceed the speed in M. P. H. shown below:

BETWEEN	Pass.	Freight	Backing
Gosford and Pentland	30	25	15
Except M. P. 26 and Pentland	12	12	12
Pentland and Maricopa	12	12	12
Pentland and Kerto	12	12	12
Kerto and Taft	20	20	15
East Switch Long Siding at Taft and derail in main track west of Taft	10	10	10

Exercise caution in going over sags in track between M. P. 26 and Maricopa and between Pentland and Kerto and do not exceed 6 M. P. H. over sag in track 500 feet east of opening 11A, east of Taft.

At Pentland, normal position of junction switch will be for Taft line.

End of main track Maricopa will be a point 200 feet west of east house track switch. Normal position of east house track switch Maricopa and switches of Gypsum track east of house track will be for movement from these tracks to main track extension.

There is a spring derail on main track 900 feet west of west switch at Taft.

RULE 93: Yard limits are established at:

Pentland Taft Maricopa.

Dr. A. R. Moodie, District Physician and Surgeon, Taft, California.

	EASTWARD					Time Table No. 162 June 29, 1941 Owenyo Branch		WESTWARD		
	SECOND CLASS	FIRST CLASS						SECOND CLASS		THIRD CLASS
Capacity of Sidings in Car Lengths	802 Freight Leave Daily		788 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Owenyo	789 Mixed Arrive Daily Ex. Monday		803 Freight Arrive Daily
Mojave yard BKWO YP	4.00 PM		1.25 AM	380.7	TO-R	MOJAVE 1.3	143.5	s 12.01 AM		11.05 PM
52	4.04		1.29	380.8		CHAFFEE 3.2	142.2	11.50 PM		10.55
53	4.11		1.36	384.0		CAMBIO 8.9	139.0	11.35		10.40
54	4.30		1.55	392.9		NEURALIA 4.4	130.1	11.15		10.20
53	4.40		2.04	397.3		CINCO 5.2	125.7	11.00		10.05
E 53 W W 25	5.00		s 2.19	402.5		CANTIL 2.8	120.5	s 10.45		9.50
Spur			f	405.3		GYPSITE 2.2	117.7	f		
44	5.15		f 2.30	407.5		CENEDA 1.0	115.5	f 10.20		9.20
12	5.18		f 2.32	408.5		SALTDALE 3.7	114.5	f 10.17		9.15
52	5.30		2.40	412.2		GARLOCK 4.2	110.8	10.09		9.00
53	5.40		2.49	416.4		GOLER 4.1	106.6	10.00		8.45
53	5.55		f 3.00	420.5		RAND 7.9	102.5	f 9.50		8.30
Yard Limits 62 Y	6.15 PM		s 3.45	428.4	TO-R	SEARLES 4.4	94.6	s 9.30		8.00 PM
53			f 3.55	432.8		RADEMACHER 5.5	90.2	f 9.07		
57			4.06	438.3		CODE 8.9	84.7	8.55		
54			s 4.28	447.2		INYOKERN 9.1	75.8	s 8.35		
53			s 4.48	456.3		BROWN 4.4	66.7	s 8.10		
54			4.57	460.7		LINNIE 7.6	62.3	7.53		
52			s 5.15	468.3		LITTLE LAKE 7.3	54.7	s 7.35		
53			f 5.35	475.6		SYKES 8.5	47.4	f 7.15		
52 W			f 5.57	484.1		HAIWEE 4.4	38.9	f 6.55		
59			6.06	488.5		LOCO 4.8	34.5	6.45		
53			f 6.16	493.3		OLANCHA 4.4	29.7	f 6.35		
57			f 6.27	497.7		CARTAGO 8.6	25.3	f 6.25		
58			f 6.46	506.3		BRIER 2.9	16.7	f 5.54		
Spur			f	509.2		BARTLETT 9.6	13.8	f		
E 43 W 58			s 7.40	518.8		LONE PINE 4.2	4.2	s 5.30		
Yard Limits 45 BKOY			s 7.55 AM	523.0	TO-R	OWENYO	0.0	5.15 PM		
	Arrive Daily		Arrive Daily Ex. Sunday			(143.5)		Leave Daily Ex. Sunday		Leave Daily
	(2.15) 21.73		(6.30) 22.07			..............Time over District.............. ....Average Speed per Hour.........		(6.46) 21.20		(3.05) 15.85

Water Tanks at: M. P. 450.0
M. P. 514.3

SPECIAL INSTRUCTIONS “SAFETY”

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service	65 Market St., San Francisco
Fresno	Bert Fuller, 2016 Fresno St.
Fresno	N. Nielsen, 1236 Fulton St.
Porterville	Frank Haener
Coalinga	A. Rees
Hanford	Hanford Jewelry Co.
Visalia	A. G. Hooper, 111 W. Main St.
Exeter	W. B. Adams
Bakersfield	J. N. Cheney, 1425 19th St.—901 Baker St.
Mojave	C. E. Miller
Lancaster	Keith Tindall
San Fernando	F. G. Marshall
Los Angeles	Baehr-Bakula Inc., 103 Pacific Electric Bldg.
Los Angeles	Geo. D. Davidson Co., 445 S. Spring St.
Los Angeles	O. H. Patzer, 2708 North Broadway
Los Angeles	Ralph Laraway, 1222 San Fernando Rd.

RULE 3. Conductors eastward Santa Fe trains originating Bakersfield show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with engineers.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains “SAN JOAQUIN” when handled by GS, Mt and P class or lighter engines which have been counter-balanced for speeds of 75 MPH or over.

Speeds indicated by oval white slow boards apply to these trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14 (d). As specified below, —— —— —— ——o will be indication that flagman may return from west as prescribed by Rule 99.

Biola Jct	Trains on Los Banos Subdivision.
Fresno	Trains on Pratton line.
Famoso	Trains on Porterville line.
Ducor	Trains on Minkler-Southern Branch.
Exeter	Trains on Visalia line.
Goshen Jct	Trains on Riverdale line.

RULE 14 (e). As specified below, —— —— —— —— will be indication that flagman may return from east as prescribed by Rule 99.

Fresno	Trains on Porterville line and Clovis Branch.
Porterville	Trains on Success Branch.
Rossi	Trains on Stratford Branch.
Goshen Junction	Trains on Visalia line.
Ingle	Trains on Riverdale line.
Richgrove	Trains on Richgrove Branch.
Magunden	Trains on Arvin Branch.
Mojave	Trains on Owenyo Branch.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

RULES 17 and 19. Night signals will be displayed through tunnels.

RULE 17 (C). For identification purposes, headlight may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

RULE 21 (C). In Bakersfield and Fresno indicators must be displayed to relief track.

RULE 72. On double track between Calwa Tower and Fresno Yard, trains and engines may move with current of traffic irrespective of time table superiority, but must avoid delaying first-class and other trains.

Inferior trains and engines may run ahead of first-class trains Bakersfield to Bena and Bena to Bakersfield, but will take necessary precautions to avoid delay to passenger trains.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Identification may be made by trains between Fresno and Calwa Tower, Bakersfield and Bena and Tehachapi and Mojave to be applied on or at end of double track and by westward trains between Fresno and Fresno Yard to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification, and Rule 14 (k) will apply.

RULE 83 (A). At the following stations, only the trains indicated will register.

Fresno Yard Oil Jct. Lancaster Saugus	Trains originating or terminating.
Famoso	Trains to or from Porterville line.
Tehachapi	First and second-class trains, and trains originating or terminating.
Goshen Jct	No. 55, No. 56, and trains to or from Visalia and Riverdale Branches, and extras originating or terminating.

Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to operator Bakersfield, who will enter same on register and verify same by repeating registration.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield and verify same by repeating registration.

Operator Fresno will report arrival and departure of all trains originating or terminating at Fresno to operator Fresno Yard who will enter same on register and verify same by repeating registration.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Goshen Jct.	No. 55.
Kern Jct.	Santa Fe trains, S. P. first-class trains and westward light engines.
Tehachapi	First and second-class trains.
Famoso	Trains to or from Porterville line.

RULE 83 (D). Westward Santa Fe trains via Southern Pacific will obtain clearance and train orders from operator Santa Fe station Bakersfield authorizing movement from Oil Junction westward.

Eastward Clovis Branch trains destined to Fresno Interurban obtain train orders or clearance from operator at Fresno Tower, authorizing movement over Fresno Interurban.

Trains to or from Western Division at Ingle must obtain two clearances. One endorsed "San Joaquin Division" and one endorsed "Western Division."

Trains via Visalia and Riverdale branches must obtain clearance before leaving Goshen Jct. when operator on duty.

If no operator on duty extra trains originating may leave without obtaining clearance at Vincent or Ducor.

Westward trains to Mojave Subdivision at Burbank Junction must obtain two clearances, at initial station on Los Angeles Division, one endorsed "Los Angeles Division" and one endorsed "San Joaquin Division."

Trains to or from Mojave Subdivision are not required to obtain clearance at Burbank Jct. provided train is properly cleared by train-order signal, except trains originating.

Eastward trains originating Fresno Yard are not required to obtain clearance at Fresno.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "....may check register at .... against Extra .... on order No. ....." A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra .... register at .... on order No. ....." will register, and place this order number and date in column captioned "Signals."

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

Fresno	Pratton Line	M.P. 206.32
	Merced Line	M.P. 199.08
	Biola Line	M.P. 208.44
	Bkfield Line	M.P. 210.81
	Exeter Line	M.P. 208.15
	Clovis Br.	M.P. 209.6
Selma	West	M.P. 219.34
	East	M.P. 221.61
Kingsburg	West	M.P. 224.72
	East	M.P. 226.41
Goshen Jct.	West	M.P. 238.47
	East	M.P. 240.18
	Hanford Line	M.P. 244.60
	Visalia Line	M.P. 246.29
Tulare	West	M.P. 249.22
	East	M.P. 251.08
Delano	West	M.P. 279.96
	East	M.P. 281.81
Bakersfield	West	M.P. 307.66
	East	M.P. 321.09
Tehachapi	West	M.P. 358.97
	East	M.P. 362.51
Eric	West	M.P. 367.72
	East	M.P. 368.97
Mojave	West	M.P. 378.87
	East	M.P. 382.43
Lancaster	West	M.P. 404.50
	East	M.P. 405.94
Vincent	West	M.P. 419.88
	East	M.P. 420.93
Saugus	West	M.P. 449.41
	East	M.P. 451.54
San Fernando	West	M.P. 460.87
	East	M.P. 462.10
Sanger	West	M.P. 219.01
	East	M.P. 220.47
Reedley	West	M.P. 229.09
	East	M.P. 230.78
Dinuba	West	M.P. 234.31
	East	M.P. 235.72
Exeter	West	M.P. 256.33
	East	M.P. 257.96
Lindsay	West	M.P. 263.40
	East	M.P. 265.00
Porterville	West	M.P. 274.11
	East	M.P. 275.72
Visalia	West	M.P. 251.83
	East	M.P. 254.05
Hanford	West	M.P. 231.58
	East	M.P. 233.12
Armona	West	M.P. 228.63
	East	M.P. 230.00
Coalinga	West	M.P. 265.78
	East	M.P. 270.00
Friant	West	M.P. 228.54
	East	M.P. 230.29
Searles	West	M.P. 427.68
	East	M.P. 429.07
Owenyo	West	M.P. 522.26
	East	M.P. 523.26
Keeler	West	M.P. 574.79
	East	M.P. 576.94
Laws	West	M.P. 505.49
	East	M.P. 507.49

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

Trains or engines will not move against current of traffic on double track between Divisadero Street and Clinton Avenue and between Cherry Avenue and Calwa Tower, Fresno, except on authority of yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags installed, protecting crossings during movements.

Trains must receive proceed signal from yardman, green flag by day and green light by night, in vicinity of Fresno.

Westward trains via Pratton line must receive signal from yardman at Divisadero Street, green flag by day and green light by night.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

Mojave.—First-class trains will move between Signals 3802 and 3811, Mojave, with caution irrespective of time-table superiority, if switches are properly lined. Other trains and engines entering or leaving Mojave must receive proceed signal, from yardman, green flag by day and green light by night, unless otherwise instructed by yardmaster or his representative, except light helper engines arriving from the west may proceed into yard providing switches are properly lined without receiving green signal, but eastward trains may leave Mojave without signal when notified that switches are properly lined.

Trains from Owenyo Branch must stop before fouling main track or highway crossing, and may then proceed as follows: Unless otherwise instructed by yardmaster or his representative, first line derail: then line trailing point switch to eastward main track; then line cross-over switch on westward main track; then line Owenyo Branch switch; then wait three minutes and proceed as prescribed by Rule 93.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:

Passenger trains.........——— .
Freight trains...........o ——— o.

Santa Fe:

Passenger trains.........——— o.
Freight trains...........——— o ———.

RULE 95. Eastward trains from San Joaquin Division holding train order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE D-97 (A). Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lacjac, STOP.

A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.

A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.

Laton & Western Railway, 1.8 miles east of Hub, STOP.

A. T. & S. F. Railway (on Success Branch), 4515 feet east of Porterville, STOP.

Fresno Interurban Railway, 1771 feet east of Las Palmas.

Fresno—Trains from Clovis Branch and Porterville line stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

End of the Visalia Branch is at first switch east of the station building where it enters Bakersfield-Fresno line.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known signals are operating.

At Selma no switching movements will be made over West Front Street while switching industrial tracks east of station building and opposite Libby, McNeill and Libby plant unless crossing is protected by member of crew.

All train movements over Peach and Butler avenues, Fresno, on spur between Goldleaf and State Center, must be protected by flagman.

No train, engine, car or motor shall be left standing within 100 feet of either property line of County Road Crossing or Western Dairy Products track at Tipton, unless crossing is protected by flagman.

At Armona no switching movements will be made over Lake Street crossing unless protected by member of crew.

Trains switching Knudsen Laboratories, Inc. (Creamery) Spur, Visalia, must stop before making reverse movement across Goshen Avenue crossing.

When using spur track McCarthy Tank and Steel Co., 30th Street, Bakersfield, member of crew will see that traffic on highway is protected. This spur must not be switched except during daylight hours. Engines and cars must stop before entering their building.

When using spur track leading to freight station, Bakersfield, member of crew see that highway traffic U. S. Highway 99 protected. After having fouled crossing, it should be cleared as quickly as practicable.

At Keeler no switching or train movements will be made over tracks serving the Natural Soda Products Company beyond signs located along the tracks indicating Southern Pacific Co. forces must not switch beyond these signs.

RULE 99. When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Fresno Yard	Clinton Ave. (End of double track.) For eastward track. This is a spring switch.
Fresno	Pratton line, for eastward track. This is a spring switch.
Bena	End of double track, for westward track. This is a spring switch.
Tehachapi	End of double track, for eastward track.
Mojave	End of double track, for westward track.
Saugus	Santa Paula Branch switch in middle siding, for siding.
Armona	For Coalinga Branch.
Rossi	For Coalinga Branch.
Gosford	For Sunset Ry.
McKittrick	Switch at stem of wye must be set for direct movement along the east leg of wye to serve as derail for cars spotted on stem of wye.

DERAIL IN MAIN TRACK

McKittrick	East wye switch is spring switch and serves as derail.
Porterville	310 feet east of junction switch on Success Branch.
Mojave	230 feet east of junction switch on Owenyo Branch.
Famoso	168 feet west of junction switch on Porterville line.

RULE 104 (D). Use of heavier than C class engines in making running switches is prohibited unless engine is routed over other tangent track.

RULE 105. Ducor: Track next to and north of main track will be used as siding. Second track north of main track, will be used as Minkler Southern Ry. main track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for M. S. Ry. main track.

Famoso: First track north of Goshen Jct.-Bakersfield main track, between junction switch (Signal 2929) and Signals 2916-3087 is designated as Porterville line main track, and will be used by trains in both directions on Porterville line, and as a siding for eastward trains on Goshen Jct.-Bakersfield line, and is not protected by block signals.

Trains from Porterville line will stop to clear cross-over at Signals 2916-3087 and if track is seen to be clear, may proceed with caution not exceeding 12 MPH to junction switch.

Trains to Porterville line will proceed with caution not exceeding 12 MPH from junction switch to cross-over Signals 2916-3087.

Normal position inside switch cross-over, Signals 2916-3087 will be for movement to Porterville line.

Track south of Goshen Jct.-Bakersfield main track is designated as westward siding and assigned for use by westward trains on Bakersfield-Goshen Jct. line.

Caliente, Bealville and Marcel: Track next to main track will be used as eastward siding; adjoining track will be used as westward siding. Inside siding switches are spring switches and normal position is for train entering siding. Trains entering siding, passing an inoperative signal, must assure themselves this switch is properly lined.

Rowen: The siding east of the cross-overs will be used as the westward siding; the one west of the cross-overs as the eastward siding.

Tehachapi: Track next to main track west of station building will be used as westward siding.

Vincent: Track next to main track will be used as eastward siding; adjoining track will be used as westward siding.

Saugus: The siding east of the station building will be used as the westward siding; the siding west of the station building as the eastward siding. Track opposite station building extending from westerly connection 863 feet east to connection with main track 722 feet west of station building is designated as middle siding. When first-class trains meet at Saugus, train taking siding will use middle siding unless otherwise instructed.

Sidings assigned for use in a specified direction, as above, must not be used in opposite direction unless authorized by train dispatcher, or train be preceded by a flagman.

RULE 206 (A). Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule.

RULE 221. Light will not be displayed in train order signals on Clovis, Riverdale, Coalinga, Stratford, Visalia, McKittrick and Keeler Branches, except when train orders are to be delivered.

Trains will not be required to obtain clearance at Kern Jct. and Bakersfield except when such trains originate or receive orders at these stations.

RULE 824. INSTRUCTIONS FOR SETTING BRAKES

MOJAVE

Passenger Trains—When road engine is detached, two brakes on east end and two brakes on west end on trains of 16 cars or less will be set. When train is set out to tie up, at least half of the brakes on the train will be set but in case train consists of 2 or 3 cars, 2 brakes will be set.

Freight Trains—Ten brakes on east end, 5 in middle and 5 on west end on trains of 72 cars or less; 73 to 102 cars, 15 brakes on east end, 10 in middle and 5 on west end.

WOODFORD (When taking water)

Freight Trains (Eastward)—First helper will spot for water, 5 brakes will be set ahead of this helper, 5 behind road engine and 5 ahead of second helper. First helper will keep engine brake applied until ready to proceed.

RAVENNA (When taking water)

Freight Trains (Westward)—Road engine will spot for water, engine brake will be left applied on road engine and 8 brakes set ahead of helper that cuts off and takes water.

CALIENTE (When taking water)

Freight Trains (Eastward)—Road engine will spot for water, and 8 hand brakes will be set just ahead of first helper that cuts off and takes water.

In complying with the above hand brakes on freight trains must be set with brake club after train has stopped. When for any reason hand brakes are released under these conditions, the same number must be set to replace them. Where the use of hand brakes is required, air brakes must not be relied upon as a substitute.

If the road engine and first helper are spotted at same time to take water at Woodford, Ravenna and Caliente, automatic brakes will be released and it will not be necessary to apply hand brakes as long as road engine remains on the train.

When either train or engine crew leave train for any reason, sufficient hand brakes will be set to hold the train.

RULE 825. Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

In leaving cars on any track in non-grade territory, conductors will consider conditions which may arise, such as heavy winds, etc.

Cars must not be left so will obstruct view of an approaching train by autoist or pedestrian, and when a crossing is cut distance of 100 feet on each side of crossing must be left clear, or flagman must protect until cars are re-coupled.

In cutting crossing Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 834. Tank cars, or open top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab AC class engine.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on descending grade end of cars.

If cars moved ahead of engine do not exceed 20 MPH.

RULE 843. If train split at two sidings for purpose of meeting or passing trains, conductor accompany both portions of train.

RULE 869. Brakemen will ride on top of trains through yards and leaving terminals, through interlocking plants; also Vincent to Saugus; Vincent to Palmdale; Summit Switch to Mojave; Summit Switch to Ilmon; Tunnel to Burbank (except rear brakeman); Searles to Cantil; McKittrick to Lokern and at other places as instructed by conductor. **Between Mojave and Ilmon and between Vincent and Saugus rear swing brakeman will be permitted to ride in cupola of caboose and rear brakeman will watch track to rear of train between these points.** Additional brakemen must ride near the middle of portion of train assigned to them. Trainmen must not ride on top of train while passing through Tunnel 25.

RULE 883. Engines under steam not to be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

Engines will not be left on westward siding at Tehachapi while crews are eating. When engines are left unattended, the reverse lever will be left on center, cylinder cocks will be left open, independent brake valve or straight air valve will be left in service position, noting amount of brake cylinder pressure before leaving the engine. No member of crew will leave engine before engine has stopped, and when engine or engines are left alone, tank brakes should also be set in addition to independent brakes.

This will apply at other points where similar conditions exist.

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

When eastward freight trains have more cars than can be placed between San Fernando Road and interlocking home signal at Burbank Junction, and Signal 4706 indicates "stop", stop must be made west of crossing and signal operator called by telephone, located on post opposite Signal 4706.

Track between Tuolumne Street and Ventura Avenue, Fresno not protected by block signals. Be governed by Rule 93.

Dwarf light signals governing movements to main track located as follows: Signals 2020 and 2022 Clinton Ave., Fresno Yard, Signals 2565 and 2625 at Exeter, Signal 2870 Ducor, Signal 3627 Summit Switch, and Signal 3679 Eric. When first switch or derail is lined, dwarf signal will indicate "stop." When all switches and derail are lined dwarf signal will indicate "proceed." If signal indicates stop after proper lineup has been made, a train will not move to main track except as prescribed by Rules 509 and 99.

Exeter.—Signal 2628 junction Visalia Branch normally indicates stop until cross-over lined.

Bena.—Eastward trains leaving siding will be governed by dwarf light Signal 3282 which will indicate "proceed" two minutes after siding switch has been thrown.

Tehachapi.—Trains on westward siding finding dwarf light Signal 3595 at "stop," will push button located in box on post two feet east of Signal 3593. After pushing this button signal will clear in two minutes if block clear.

Warren.—When dwarf light signals located at either end of siding indicate "stop", trains entering siding will be preceded by a flagman.

Searles.—Block Signals 4277 and 4268, located at east and west end of Tunnel 29 at Searles.

Knife switches have been installed in relay boxes located at these signals for use of operators of motor cars passing through tunnel.

Motor cars must stop before entering tunnel and if signal indicates "proceed," switch in box should be thrown to reverse position which will place signals at "stop." After passing through tunnel, stop must be made at signal and knife switch thrown to reverse position, which will clear signals.

The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device. When these signals indicate "stop," in addition to complying with Rule 509, careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Eastward No.	Protection afforded	Westward No.	Protection afforded
2016	Fresno, Clinton Ave., Spring switch end of double track.	3281	Bena, Spring switch end of of double track.
3308	Ilmon, Spring switch west end of siding.		
3450	Rowen, Spring switch west end of siding.		
3512	Walong, Spring switch west end of siding.		
3550	Slide detector fence between tunnels 14 and 15.	3565	Slide detector fence between tunnels 14 and 15.
3564	Cable, Spring switch west end of siding.		
3592	Tehachapi, Spring switch west end of siding.		
4198	Vincent, Spring switches west and east end siding.	4207	Vincent, Spring switches east and west end siding.
4296 4298	Ravenna, Spring switch east end siding.	4297	Ravenna, Spring switch east end siding.
4338	Russ, Slide detector fence center of Russ.	4347	Russ, Spring switch east end siding and slide detector center of Russ.
4346 4348	Russ, Spring switch east end siding and slide detector fence at M.P. 435.	4365	Russ, Intermediate signal east of. Slide detector fence at M.P. 435.
4392 4394	Lang, Spring switch east end siding.	4393	Lang, Spring switch east end siding.
4574	Culvert 457-D east of Tunnel, flood detector.	4579	Culvert 457-D east of Tunnel, flood detector.

If signals 4500, 4505, 4506 and 4513 Saugus indicate stop, train after stopping, may proceed with caution, not exceeding 12 MPH.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be made as follows: If indicator indicates "block clear," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is clear. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

SPRING SWITCHES

When a block signal in advance of a facing point spring switch indicates "stop," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used or boosters started while engine is standing on or passing over such switches.

Spring switches are located as follows, and speed indicated must not be exceeded when passing over such switches:

	MPH
Fresno—Clinton Ave. end of double track:	
Trailing westward	35
Facing eastward	25
Fresno—Junction Los Banos line:	
Trailing eastward	15
Facing westward	10
Bena—End of double track:	
Trailing eastward	35
Facing westward	20
Bena—West end:	
Trailing westward	50
Trailing westward from siding	10
Ilmon—West end:	
Trailing westward	50
Facing eastward	30
Trailing westward from siding	10
Caliente—West end on siding:	
Trailing westward	10
Facing eastward	10
Caliente—East end on siding:	
Trailing eastward	10
Facing westward	10
Allard—West end:	
Trailing westward	30
Facing eastward	30
Trailing westward from siding	10
Bealville—West end on siding:	
Trailing westward	10
Facing eastward	10
Bealville—East end on siding:	
Trailing eastward	10
Facing westward	10
Rowen—West end:	
Trailing westward	30
Facing eastward	30
Trailing westward from siding	10
Walong—West end:	
Trailing westward	30
Facing eastward	30
Trailing westward from siding	10

	MPH
Marcel—West end on siding:	
Trailing westward	10
Facing eastward	10
Marcel—East end on siding:	
Trailing eastward	10
Facing westward	10
Cable—West end:	
Trailing westward	30
Facing eastward	30
Trailing westward from siding	10
Tehachapi—West end:	
Trailing westward	30
Facing eastward	30
Trailing westward from siding	10
Summit Switch—East end:	
Trailing eastward	50
Trailing eastward from siding	10
Vincent—West end:	
Trailing westward	30
Facing eastward	30
Trailing westward from siding	10
Vincent—East end:	
Trailing eastward	30
Facing westward	30
Trailing eastward from siding	10
Ravenna—East end:	
Trailing eastward	30
Facing westward	30
Trailing eastward from siding	10
Russ—East end:	
Trailing eastward	30
Facing westward	30
Trailing eastward from siding	10
Lang—East end:	
Trailing eastward	30
Facing westward	30
Trailing eastward from siding	10

Spring switches at Ravenna, Russ and Lang are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations indicates stop, switch must be thrown by hand before and after movement has been made.

Push buttons and indication lights to clear these signals are in iron boxes on post. Lights in these boxes indicate push button selection only.

When eastward train is on main track to let an eastward train pass, member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

Eastward train on siding to let an eastward train pass should not pass overlap post 500 feet west of signals unless necessary. If necessary to pass overlap post, member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

RULE 516. Overlap posts:
Cross—Westward trains—opposite fouling point east switch.
Newhall—Eastward trains—2000 feet east of west switch.

INTERLOCKING

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: o o ——— o o .

BIOLA JUNCTION

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7½ ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch; on derail on Biola Line 535 feet west of junction switch; and on switch and derail west end No. 1 drill track, Fresno yard. These switches will be operated from train-order office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone booths.

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7½ ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. All other signals will display indications in accordance with Rules 601 to 604-A, inclusive.

FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Clovis Branch

For main track, ——— .
To or from spur track, o ——— ——— .

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Porterville main track

For main track ——— .

CALWA TOWER—A. T. & S. F. Crossing and double track 3.6 miles east of Fresno

Eastward trains approaching end of double track will call for switch and derailer ——— o ——— .
Westward trains, ——— .

HANFORD TOWER—A. T. & S. F. Crossing 0.3 miles west of Hanford

For main track ——— .

TULARE TOWER—A. T. & S. F. Crossing 0.3 miles west of Tulare

For main track ——— .

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track ——— .
For movement over crossing on siding, ——— o ——— .
From S. P. to A. T. & S. F. main track, o ——— ——— .
Between main track and transfer track o ——— o .
No. 1 track, o o ——— o .

Dwarf light signals opposite end of double track governing westward movement are as follows:
Green...Westward track to S. P. single track.
Yellow..To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:
Green...Eastward main track.
Yellow..Against current of traffic.

Transfer tracks have pipe connected derails to main track (transfer switch).

At Kern Jct. only, Rule 628 is modified to permit movement, without stopping, of helper cuts only, past interlocking signals in stop position, provided yellow signal is received from the signal operator in tower or on ground, and helper engineer sees that track is properly lined for movement to be made.

TEHACHAPI

Main track movements (to or from double track) ——— .
Westward siding, o ——— o .

Trains or engines entering interlocking limits, except where fixed signals govern movements must receive authority from signal operator and may then proceed with caution, not exceeding 12 MPH to next signal.

CALIENTE, ALLARD, BEALVILLE, CLIFF, WOODFORD, MARCEL

The east and west switches of sidings at Caliente, Bealville, Cliff, Woodford, Marcel and the east switch of siding at Allard are interlocked and controlled from train-order office. All other switches are normally operated. The switches and signals at Allard and Cliff are controlled by the plant at Bealville.

Interlocking limits extend on main track from the eastward signal, located fifty (50) feet west of the west switch, to the westward signal, located fifty (50) feet east of the east switch at Caliente, Woodford and Marcel, and on both main track and siding at Woodford, and at Bealville from the eastward signal, located fifty (50) feet west of the west switch Allard to westward signal, located fifty (50) feet east of the east switch Cliff. All signals within these limits are interlocking, except Signals 3412 and 3417, which are automatic.

When the eastward interlocking signals east end Bealville or the westward interlocking signals west end Cliff are inoperative, trains must be preceded by flagman to the next signal.

Trains stopped by signals must communicate with signal operator by telephone located in telephone booths at east and west switches and be governed by his instructions. Additional telephones are provided at derail west end No. 2 siding at Woodford, and at derail of house track extension at Caliente. If instructed by signal operator to throw interlocked switch by hand, follow instructions posted in telephone booth.

The member of crew cranking switch over, after receiving permission from signal operator, must notify rear member of his crew in order that switch will be returned to normal position, or remain at switch and return it to normal position, unless instructed by signal operator to leave switch open.

When for any reason, proceed indication of an interlocking signal cannot be acted upon at once signal operator must immediately be notified.

When pulling out of sidings at Caliente, Bealville and Marcel, when both sidings are occupied by trains moving in same direction, both trains will stop at clearance point and engineers will have an understanding as to which train will move out of siding first, unless otherwise directed by the dispatcher.

Trains or engines entering main track, except where fixed signals govern movement, must receive authority from signal operator, and may then proceed with caution, not exceeding 12 MPH to next signal.

At Cliff, spur switch west end siding will be hand operated but trains must not enter or leave spur except on telephone authority from signal operator at Bealville.

At Woodford "Take Siding Indicator" mounted on mast of westward interlocking signal will govern westward trains that are to use No. 2 siding. When take siding indicator displays letter "S", it will be necessary to phone operator for permission to pass westward interlocking signal at "stop."

When westward third-class or extra trains find signal for main track at Allard at "proceed," and are unable to proceed farther ahead of superior trains in same direction, they will immediately advise the signal operator at Bealville.

Trains entering sidings at Caliente, Bealville and Marcel will stop clear of adjacent siding unless "proceed" is indicated in light signal governing movement to main track.

LOS ANGELES YARD — BURBANK JUNCTION TOWER

To Mojave Subdivision or Los Angeles, ——— . To siding, o o o o o .
To Hewitt, ——— o o o o .
To Industrial lead, o ——— o .

TRAIN INSPECTION

At the following stations freight trains and engines running light on descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and make inspection:

Ravenna.
Marcel⎫ Or in making other stops, inspection may be made provided
Rowen⎭ initial run is not to exceed 8 miles, succeeding runs not to exceed 10 miles. A continuous run of 10 miles will not be made where the run from the last inspection point was less than 7 miles.
Warren.
Owenyo Branch.—Rand.
Keeler Branch.—Hammil.
McKittrick Branch.—M. P. 353.

Between Bakersfield and Fresno freight trains may operate from one water stop to another for inspection provided in the judgment of the conductor and engineer it is safe to do so.

Run may be made by westward freight trains, Saugus to Lancaster; Ravenna to Mojave and Cantil to M. P. 450.0 without stopping for train inspection when in the judgment of the conductor and engineer it is safe to do so. Inspection will be made at any intermediate stops.

Freight trains not stopping at Summit Switch will make running air brake test between wye switches as follows: While working steam, engineer will make a reduction of approximately 7 pounds, waiting for slack to adjust itself and then add about 3 pounds, making total reduction of 10 pounds before releasing.

Conductor will note reduction on caboose gauge and following build up in pressure when brakes are released, then give proceed signal which will be relayed by other trainmen from their portion of the train, providing they note retainers releasing in their vicinity.

If release of brakes cannot be made at a greater speed than 15 MPH on trains of not more than 75 cars or at 20 MPH with slack stretched on trains of 75 to 100 cars, stop and make rear end test.

When such observance indicates danger, take every needed precaution as the circumstances warrant.

If release of brakes cannot be made at a greater speed than 15 miles per hour on trains of not more than 75 cars or at 20 miles per hour with slack stretched on trains of 75 to 100 cars, stop and make rear end test.

Whenever rear end tests or running tests (whichever required under rules), have been made on either eastward or westward trains at Tehachapi or Monolith, not necessary to make running tests on such trains at Summit Switch, unless stop is made for other reasons.

Westward freight trains that do not have helpers to cut out at Vincent and do not stop there for other operating reasons, will turn up the retaining valves on the first ten cars behind the engine at the east distant signal approaching Vincent, and will make air brake running test between siding switches as follows:

While working steam and not allowing driver brakes to apply, follow the same procedure as outlined in instructions relative to making the freight train running test at Summit Switch, with the exception that a release may be made at a speed not slower than 8 MPH. If train has to stop for any reason, or if speed of at least 8 MPH cannot be made at time release is desired, standing air brake test as per Rule 24 of the air brake rules will be made.

On Eastward freight trains not having helpers to cut out or required to stop at Vincent for operating reasons, they will follow the same procedure as outlined in next paragraph above, except that one retaining valve for each 115 M's in train will be used. These retaining valves must be turned up when at or near west distant signal, the retaining valves on head portion of train to be turned up first.

Trains containing carload shipments of T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 per cent of its marked capacity.

AIR BRAKE RULES

RULE 3.—Standard brake pipe pressure for freight and mixed trains on the San Joaquin Division, will be 80 pounds.

RULE 16. Emergency hose must be used on all freight trains between Los Angeles and Bakersfield.

Trains of 50 cars or less 2 emergency plugs will be used located approximately 20th and 40th cars from engine.

Trains of 50 to 71 cars 3 plugs located approximately between 20th, 40th and 60th cars from engine.

Trains of 71 to 100 cars 4 plugs located approximately on the 20th, 40th, 60th and 80th cars from engine.

Trains of 100 to 124 cars 4 plugs located on the 20th, 40th, 60th and 100th cars from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Los Angeles and Bakersfield, but must be applied and removed when necessary by trainmen at intermediate stations and placed in caboose.

In applying emergency hose effort should be made to apply them between through loads so as to avoid having to change them enroute.

RULE 24. Rear end test will be made in accordance with Rule 24(b) and this test will also be made at the following places under the conditions hereinafter stated; except under conditions outlined in Rule 24(c).

Vincent................Freight trains stopping.
Summit Switch.........Freight trains stopping.
Mojave.................Freight trains not originating.
In territory Saugus to Bakersfield, Sunset Ry., Owenyo, Keeler and McKittrick Branches.

At Vincent where rear end test is required of freight trains stopping, test will be made in accordance with Air Brake Rule 24(b), and first car ahead of caboose may be considered rear of train when helper has been detached immediately ahead of caboose.

Leading engineer will not signal for rear end test on trains having helpers until such helpers indicate by one sound of the whistle that the train is ready for the test.

Before a train which has stopped on grade is given signal to proceed, air gauge in caboose must be observed. If gauge indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

RULE 32. The maximum tonnage per operative brake between Caliente and Mojave is 115 M's, Palmdale and Saugus 120 M's, Searles and Garlock 150 M's and Benton and Hammil 50 M's.

RULE 33. Retainers will be used on freight trains as follows:

Eastward trains........Cameron to Mojave.
Eastward trains........Vincent to Lang.
Eastward trains........Benton to Hammil.
Westward trains........Vincent to Harold.
Westward trains........Tehachapi to Tunnel 1 (M.P. 337.1)
Westward trains........McKittrick to Lokern.
Westward trains........Searles to Garlock.

Eastward freight trains stopping at Summit Switch and on which the retainers have been turned up, if train brakes applied, a speed of 20 MPH must not be exceeded Summit switch to one mile east of Cameron.

On freight trains descending grade Tehachapi to Tunnel 1 (M.P. 337.1), Cameron to Mojave and Vincent to Lang, one retaining valve must be used for each 115 M's in train. Searles to Garlock one retaining valve for each 150 M's, and Benton to Hammil one retaining valve for each 50 M's must be used.

Descending grade between Vincent and Harold, use ten retaining valves.

It is permissible to turn down retainers on eastward freight trains after passing through Tunnel 19 (M.P. 437.4) so that all retainers may be turned down before reaching Tunnel 20 (M.P. 439.5).

Speed of train must be reduced during this operation.

When for any reason it is difficult to get over the top, train may be stopped to turn down retainers.

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars as follows:

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars at Tunnel or Sylmar; to be turned down at Burbank Jct.

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Retainers on eastward freight trains entering Mojave must not be turned down until train comes to stop on designated tracks.

When freight trains take siding and it is necessary for them to open switch, and necessary to apply automatic brakes, stop and allow sufficient time to insure release of all brakes.

RULE 39. Passenger Trains: Make running air brake test at Summit Switch and before descending grade at Vincent. Not necessary to make running test on passenger trains leaving Mojave if the continuity of the brake pipe was not broken. Eastward Santa Fe passenger trains leaving Kern Jct. will not make running test. Within yard limits of Fresno, running air brake test will be made on eastward trains only when leaving Fresno.

In complying with Air Brake Rule 39, running test on eastward passenger trains will be made after passing M.P. 452, and on westward passenger trains after passing M.P. 458.

Running test must be made on eastward trains three miles west of Burbank Jct.

On westward passenger trains leaving Bakersfield, running test shall not be made until rear car has cleared Baker Street.

RULE 46. Retainers will be used on passenger trains as follows: Westward trains—Tehachapi to Tunnel 1 (M.P. 337.1)—All retainers.

Passenger trains having less than 75% graduated release equipment will have all retainers turned up Vincent to Palmdale and Vincent to Lang.

Retainers on all head end cars of eastward passenger trains except No. 56 will be turned up at Summit Switch, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of trains must not exceed 45 MPH.

Retainers on all head end cars on No. 56 will be turned up at Tehachapi, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of train must not exceed 45 MPH.

Nos. 51 and 52 having not to exceed 3 head end cars and other trains not to exceed 2 head end cars, available retainers will be used Cameron to Mojave and Tehachapi to Tunnel 1 unless more retainers are requested by engineer.

When streamline trains are controlled on descending grades with electro-pneumatic brake, retaining valves will not be used.

In cases where electro-pneumatic brake fails and automatic brake is being used, or where helper engine, not equipped with electro-pneumatic system is used at head end of train and brakes are operated from the helper, retaining valves will be used where required.

MISCELLANEOUS

1. Freight trains with twenty or more cars will detach engine when taking water except at the following stations:

All points west of Bakersfield
Caliente.....Eastward trains
Woodford....Eastward trains
Lancaster....Eastward trains
Ravenna.....Westward trains
Lang........Westward trains

In freight service with over 30 cars where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engine must be cut off before spotting at column.

Water supply at Bealville, Marcel, Cameron, and Lang is for emergency use only.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water, except at Woodford where first helper spots at No. 3 water column. After stopping, train will be cut ahead of following helper.

4. Helpers will be handled as follows:

Summit Switch.—On three and four engine trains, after stopping, second helper take charge of air making movement. If three engine train, cut out first or head helper, then second helper. If four engine train cut out first helper, then third or rear helper, then second helper, the third helper to be cut out at the west end of the siding. Helper engines cutting out of eastward trains at Summit Switch enter wye from east leg.

Eric.—Under ordinary conditions let engine in on west leg of wye and back train to a coupling.

Mojave.—Helpers will be coupled together on westward trains and placed ahead of caboose, taking into consideration rear end cars.

Lancaster.—Helpers will be coupled together on eastward trains and cut in ahead of caboose taking into consideration rear end cars. This does not apply to helpers operating through.

Vincent.—On eastward trains road engine will stop to clear at east end, helpers will be cut out and used to shove rear of train to a coupling. When helpers go east of Vincent they will remain coupled in train until released. Unless otherwise instructed helpers will cut out at Vincent.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and road engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

Two engines of "GS" type must not be coupled descending grades where curvature is 10 degrees or over.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except between Burbank Jct. and Vincent, C and heavier class engines must be placed ahead of AC class engines.
The use of S.P. type engines backing in helper service, should be avoided if possible. When necessary to use them, other helper power must not be used to shove on this class of engine.
In helper service, where it can be avoided, engine backing must not be placed ahead of engines running forward.

(e) Helper engines on freight trains must be placed in rear through Tunnel 25 (between Elayon and Tunnel).

(f) Engines with cars must not be cut off or coupled to a train while same is in motion.

(g) Engines must not be cut off head end of trains while same are in motion.

(h) When helper engine is coupled behind caboose, angle cocks must not be turned and hose separated while train is in motion.

For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, trainman will open train heat valve on rear of train at station one-mile board and engineer will shut off the train heat one-half mile from station.

10. Engines heavier than C class must not leave main track between Mojave and Searles, except at sidings Neuralia, Rand, Goler and Cantil. This does not confer time table authority. When holding main track comply with Rule 99 when necessary to protect front of train.

P-8, P-10 class and heavier engines must not be used between Famoso and Fresno on Porterville line or between Exeter and Goshen Jct.

Tracks at following stations must not be used by engines heavier than C class: Spurs at Bena; Caliente; Wahoo quarry; Waltz powder spur; Elayon oil spur; Corral track Traver; Packing house track Tagus; Hayward Lumber Co. spur, Burnett Lumber Co. spur and Farmers Union spur at Tulare; Track No. 3 and House Track Delano. Engines heavier than Mk class must not use West Extension Track No. 3 Delano. When necessary set out or pick up on these tracks hold on to a sufficient number of cars to prevent engine going beyond frog.

Engines heavier than F class must not use transfer track at San Fernando more than 300 feet beyond the switch points.

Engines must not use Consolidated Rock tracks, Roscoe, beyond a point 75 feet west of derails west of Radford Ave.

When switching the west end of Saltdale, with F class engines, use sufficient number of cars to prevent engine from going beyond frog.

Switching movements from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. Do not switch cars into siding on grade when such siding is unprotected by derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. Whenever possible when switching on heavy grades, engine should be kept on the descending grade end of cars being handled or switching moves made toward derail. Avoid as far as practicable leaving one car standing on grade. When necessary to leave car standing on grade with brake set, car must be securely blocked. Cars should not be cut off until they stop and they must be properly secured in all cases.

Special attention must be given at Tehachapi when switching on descending grade and when switching industrial track leading from westward main track east of station building switches must be lined for movement from main track to No. 2 track so derail at west end of this track will protect against any emergency. Switching moves on eastward main track east of station building Tehachapi must be protected in the same manner by keeping crossover lined for movement from eastward main track to house track until switching is completed.

12. Engines equipped with pilot snow plow are prohibited from entering Los Angeles Union Passenger Terminal on account of impaired clearances.

17. No sanding flues of engines permitted between Tunnels 18 and 19 (between Russ and Lang).

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight" car does not include a baggage, express or mail car, or a caboose.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Pennsylvania Ry. refrigerator cars must not be handled coupled together in freight trains.

23. Following will govern the handling of switches for the center sidings at Warren and Monolith:

Westward Trains—Heading in.

Switches will be handled in following sequence:

1. Westward main track switch.
2. Center siding switch.
3. Derailing switch.

After Train is in siding.

1. Westward main track switch.
2. Derailing switch.
3. Center siding switch.

Eastward Trains.

Switches will be handled in normal manner.

30. Maintenance and operation between Saugus and Burbank Jct. are under the jurisdiction of the Los Angeles Division.

Train dispatching between Saugus and Burbank Jct. is under the jurisdiction of the San Joaquin Division.

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 MPH except as otherwise provided for:
Maximum speed of any freight or mixed train must not exceed 35 MPH except as otherwise provided for:
Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	TERRITORY	PASSENGER				FREIGHT			LIGHT ENGINES RUNNING FORWARD			
		Maximum	With E, P, A Mt., GS Sta. Fe Mt. T 26, 32, 37, 40 Motors	With M T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 Mk 5, 6, 7, 8, 9	With C 2 to 10 incl., C 18 to 29 Incl., F, SP AC 4, 5, 6, 7 and 8 Santa Fe 3800 class	Freight and Mixed Maximum	Engines Backing With or Without Cars	Yard Engines S-SE class	E T 26, 32, 37, 40 P A Mt. 1, 2, 3, 4, 5, Santa Fe Mt. class	M T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 C 2 to 10 Incl. C 18 to 29 Incl. Mk 5, 6, 7, 8, 9	F SP GS Santa Fe 3800 class	C 12, 15, 17 TW Mk 2, 4, 10 AC
2	Biola Jct.—Mile Post 210, except	60	60	50	45	40	30	20	40	35	35	30
2, 5, 7	City Fresno along or across street crossings	20	20	20	20	20	12	12	12	12	12	12
2	Mile Post 210—Mile Post 220	65	65	50	40	40	30	20	40	35	35	30
2	Mile Post 220—Mile Post 226.5	60	60	50	40	40	30	20	40	35	35	30
2	Mile Post 226.5—Mile Post 237.8	65	65	50	40	40	30	20	40	35	35	30
2	Mile Post 237.8—Mile Post 256.8, except	60	60	50	40	40	30	20	40	35	35	30
2	A. T. & S. F. Ry., crossing at Tulare Tower	40	40	40	40	40	30	20	40	35	35	30
2	Mile Post 256.8—Oil Jct., except	65	65	50	40	40	30	20	40	35	35	30
2	Over street crossings Delano 6.01 a.m. to 6.01 p.m.	40	40	40	40	30	30	20	30	30	30	30
2	Oil Jct.—Mile Post 310.5	45	45	45	40	20	20	20	20	20	20	20
2, 3	Mile Post 310.5—One mile east Kern Jct., except	35	35	35	35	20	20	20	20	20	20	20
	Over street crossings in Bakersfield	20	20	20	20	20	20	20	20	20	20	20
3	One mile east Kern Jct.—Mile Post 325.6	55	55	50	45	40	30	20	40	35	35	30
3	Mile Posts 325.6 and 326.0	40	40	40	40	40	30	20	40	35	35	30
3	Mile Post 326—Mile Post 331.4	50	50	50	45	40	30	20	40	35	35	30
3	Mile Post 331.4—West Switch Tehachapi	30	30	28	28	20	15	20	25	25	20	20
3	West Switch Tehachapi—One mile east of Cameron	50	50	50	45	35	30	20	35	35	35	30
3	One mile east of Cameron—Mojave, except	45	45	45	45	20	20	20	25	25	25	25
	Westward freight trains Mojave to one mile east of Cameron					35						
	Westward passenger trains Mojave to Mile Post 376.5	55	55	50								
3, 4	Mojave Yard, between Standard Oil switch and extreme east switch	30	30	30	30	20	20	20	20	20	20	20
4	Mojave—Mile Post 407.7	55	55	50	45	40	30	20	40	35	35	30
4	Mile Post 407.7—Mile Post 414.8, except	65	65	50	45	40	30	20	40	35	35	30
4	Westward freight trains Mile Post 417 to Palmdale					22						
4	Mile Post 414.8—Mile Post 417	50	50	50	45	40	30	20	40	35	35	30
4	Mile Post 417—Mile Post 435.19	30	30	28	28	20	15	15	25	25	20	20
4	Mile Post 435.19—Mile Post 436.74	35	35	28	28	20	15	15	25	25	20	20
4	Mile Post 436.74—Lang	30	30	28	28	20	15	15	25	25	20	20
4	Lang—Mile Post 446.22	30	30	28	28	22	15	15	25	25	20	20
4	Mile Post 446.22—Mile Post 448.23	40	40	28	28	22	15	15	25	25	20	20
4	Mile Post 448.23—Saugus	30	30	28	28	22	15	15	25	25	20	20
4	Saugus—Burbank Jct., except	50	50	50	45	35	30	20	35	35	35	30
4	East switch Saugus and West Portal tunnel 25	40	40	40	40	25	25	20	25	25	25	25
4	West Portal tunnel 25 and Mile Post 458.14	30	30	30	30	20	20	20	30	30	30	30
4	Mile Post 458.80—458.94	40	40	40	40	25	25	20	25	25	25	25
	Mile Post 458.14—471.60 (eastward freight trains only)					25						
4	Mile Post 463.8—470.8	60	60	50	45	35	30	20	35	35	35	30
4	Burbank Jct. Crossover west of tower	25	25	25	25	25	20	20	25	25	25	25
	Burbank Jct. Crossover east of tower	35	35	35	35	20	20	20	20	20	20	20
5	Fresno—Famoso, except	45	45	45		30	20	20	30	30	30	30
5	On curves at Mile Post 218.54 and 218.74	35	35	35			20	20	20	20	20	20
5	On curve west of Orris	35	35	35			20	20	20	20	20	20
5	Porterville—Clavicle—except	15				15	15	15	15	15		
5	On curves, Success branch	12				12	12	12	12	12		
5	Richgrove—Jovista, except	25				25	15	20	25	25		
5	On curves, Richgrove branch	15				15	15	15	15	15		
6	Armona—Crump, except	25				25	15	20	25	25		
6	Over trestle at Mile Post 267.3	15				15	15	15	15	15		
6	Hardwick—Goshen Jct.	25				25	15	20	25	25		
6	Goshen Jct.—Exeter, except	40				30	15	20	30	30		
6	On curve at Goshen Jct. and curve at Ambler	30				20	15	20	20	20		
6	Ingle—Hardwick, except	20				20	15	20	20	20		
6	Mile Post 219—Kings River Bridge	20				20	15	15	15	15		
6	Rossi—Stratford	25				25	12	20	25	25		
6	Fresno—Gordon, except	25				25	15	20	25	25		
6	On curves at Barton and Maltermoro	20				20	15	15	20	20		
6	Over Fresno Interurban tracks, Las Palmas	15				15	15	15	15	15		
6	Gordon—Friant	20				20	15	15	20	20		
7	Kern Jct.—Mile Post 354½	25				25	15	20	25	25		
7	Mile Post 354½—McKittrick	20				20	10	10	10	10		
8	Mojave—Owenyo, except	30				30	20	20	30	30		
8	Over west siding switch, Owenyo	10				10	10	10	10	10		
8	Benton—Laws	20				20	15					
8	Laws—Keeler, except	30				30	15					
	Mile Post 557-552 and Mile Post 550-547	25				25	15					
	Zurich—Mile Post 520½	25				25	15					
	Mile Post 529-528½	15				15	15					

Narrow gauge light engines running forward must not exceed twenty miles per hour.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Running Backward
2–5–7	Fresno, along or across street crossings	20	20	12
2	Fowler, between 6 A. M. and 9 P. M.	30	30	30
2	Fowler, between 9 P. M. and 6 A. M.	45	40	30
2	Selma, between 5 A. M. and 11 P. M.	30	30	30
2	Selma, between 11 P. M. and 5 A. M.	45	40	30
2	Kingsburg, between 6 A. M. and 9 P. M.	30	30	30
2	Kingsburg, between 9 P. M. and 6 A. M.	45	40	30
2	Tulare, between 5 A. M. and 11 P. M.	20	20	20
2	Tulare, between 11 P. M. and 5 A. M.	25	25	25
5	Reedley, between 5 A. M. and 11 P. M.	20	20	20
5	Exeter, between 5 A. M. and 11 P. M.	20	20	20
5	Lindsay, between 5 A. M. and 11 P. M.	20	20	20
6	Armona, Lake Street Crossing	20	20	20
6	Visalia	15	15	15

At Fowler, Selma and Kingsburg it is lawful to increase speed to 40 MPH after engine has passed last crossing within city limits in direction train is moving.

At Delano speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

SPEED RESTRICTIONS

The following maximum speed will apply to Trains 51 and 52 when handling Train San Joaquin with GS, Mt and P class engines which have been counter-balanced for speed of 75 MPH or over:

M.P. 210 and M.P. 220 .... 75 MPH
M.P. 220 and M.P. 226.2 .... 65 MPH
M.P. 226.2 and M.P. 237.8 .... 75 MPH
M.P. 237.8 and 256.8 except .... 65 MPH
AT&SF Crossing Tulare Tower .... 40 MPH
M.P. 256.8 and Oil Jct. .... 75 MPH

Following engines have been cross counter-balanced for speed of 75 MPH.

All GS-1, 2, 3, Mt-1, 2, 3, 4, 5 Class.

P-7, 8, 10, 12 Class: 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 MPH handling passenger trains.

F-1, 3, 4, 5 Class: 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7 and 8 Class, except engines 4106 and 4108.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity, 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Engines operated coupled tender to tender must not exceed speed permitted for light engines of that class running backwards.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When engine truck removed .... 20 MPH
When main rod only removed .... 30 MPH
When side rod only removed .... 30 MPH
When both main and side rods removed .... 20 MPH
When hauled in train and all rods are on .... 30 MPH
SP 1, 2 and when inside main rod removed .... 30 MPH
S and SE engines and all other classes of engines when not equipped with engine trucks .... 20 MPH
When all weight has been removed from any one pair of drivers on an engine, speed must not exceed .... 20 MPH
When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed .... 30 MPH

F, SP, AC and Santa Fe 3800 class engines must not exceed 8 MPH through switch turnouts, crossovers and slip switches.

When cross counter-balanced F, AC 4, 5, 6, 7 and 8 class engines are used in passenger service they are permitted maximum passenger speed between Burbank Jct. and Bakersfield, but must not exceed 55 MPH.

Santa Fe 3800 and AC 4, 5 and 6 class engines are permitted maximum speed of 30 MPH between M.P. 331.4 and west switch Tehachapi, also between M.P. 417 and Saugus.

F 4 and 5, AC 4 and 5 class engines operating between Mojave and Searles must not exceed following speeds:

Mojave—Mile Post 392.4 .... 25 MPH
Mile Post 392.4—Mile Post 393.0 .... 20 MPH
Mile Post 393.0—Mile Post 406.8 .... 25 MPH
Mile Post 406.8—Searles .... 20 MPH

Engines not shown in speed table must not exceed freight speed.

When interlocking signals at Caliente, Allard, Bealville, Cliff, Woodford and Marcel indicate proceed trains may run at speed but must run through other interlocking plants with caution.

Trains must not exceed 30 MPH through limits of interlocking plant at Calwa Tower and 40 MPH through limits of interlocking plant at Biola Jct.

Trains must not exceed 12 MPH between Benton and Hammil when handling heavy loads of ore or concentrates.

Trains must not exceed 6 MPH over wye and packing house tracks at Locans, 10 MPH through main track switch Hardwick, 10 MPH Pinedale to mill site formerly Mineratts and Western, 10 MPH on pocket track Saugus extending west from westward siding and 8 MPH on spur leading to quarry from wye at Beneme.

Trains must not exceed 10 MPH through sidings, over crossovers and turnouts, except spring switches. See list of such switches on Page 10.

SPEED RESTRICTIONS

(Unless otherwise further restricted by
time table, slow board, or train order)

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2,3,4	On tangent main tracks	35
	except SPMW 4044	25
	On tangent branch tracks	20
All	On all curves.... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2,3,4,5	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2,3,4,5	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2,3,4	On tangent main tracks	35
	On tangent branch tracks	20
All	On all curves.... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	Through interlocking plants with caution.	

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

Trains carrying cabooses equipped with cast iron wheels must not exceed 40 MPH.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except upon authority.

Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH.

When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 MPH.

If consist of train includes wooden and steel passenger-carrying cars, wooden cars must be kept together and handled on the rear.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
	Fresno-Saugus—Main Track	
205.5	Fresno Shop Yard	Water tank spout........Side
205.5	Fresno	Pullman shed........Side
220.7	Selma	Libby-McNeill & Libby........Side
313.2	Bakersfield, east end Round House lead	Water column........Side
313.2	Bakersfield, roundhouse turnout tracks	Sandhouse........Side and Overhead
313.2	Bakersfield	P. F. E. ice dock........Side
313.2	Bakersfield	Pullman shed........Side
313.2	Bakersfield	Air pump house........Side
313.2	Bakersfield	Gravel Bunkers, Gravel Pit....Side and Overhead
434.8	East of Russ	Tunnel 17½........Overhead
439.5	East of Lang	Tunnel 20........Overhead
440.1	East of Lang	Tunnel 21........Overhead
441.5	East of Lang	Tunnel 22........Overhead
445.3	East of Humphreys	Tunnel 23........Overhead
449.7	East of Honby	Tunnel 24........Overhead
	Fresno-Famoso via Porterville	
205.5	Fresno	S. J. L. & P. Corp. plant.......Side and Overhead
253.5	West of Lort	Kaweah river bridge........Side
257.4	Exeter	Water tank spout........Side
257.4	Exeter	Visalia Elec. R. R. trolley poles........Side
	Goshen Jct.-Coalinga-Ingle	
229.1	Armona	Water tank spout........Side
268.4	Coalinga	Water tank spout........Side
	Fresno-Friant	
205.5	Fresno	Alley Drill Track, Fulton........Side
217.4	Clovis	Water tank spout........Side
	Bakersfield-Olig	
345.4	Kilowatt	Power House........Overhead and Side
	Mojave-Owenyo	
426.8	West of Searles	Tunnel 29........Overhead
484.1	Haiwee	Water tank spout........Side
519.42	East of Lone Pine	Owens river bridge........Side
523.0	Owenyo	Highline trestle on Calif. Alkali Co. Spur........Overhead and Side
	Saugus-Burbank Junction	
453.7	Elayon	Standard Oil Co. filling racks........Side
465.6	Wahoo	Consolidated Rock Co. rock crusher......Side and Overhead
465.6	Wahoo	Consolidated Rock Co. piles of rock........Side
467.9	Roscoe	Consolidated Rock Co. bunkers........Both Sides
467.9	Roscoe	Consolidated Rock Co. sand piles and switch stands.....Side

When in use, apron on beet dump and beet loading conveyors at stations listed below will not clear a car of greater height than a beet rack.

Helm	Turk	Tagus	Famoso
Stratford	Kingsburg	McFarland	Buttonwillow

Employes are warned that it is dangerous to ride on top or sides of cars at above-mentioned points. Employes must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. C. A. Walker	Chief Surgeon and Manager	San Francisco, Cal.
Dr. J. D. Morgan	District Examiner and Surgeon	Fresno, Cal.
Dr. Chas. A. James	District Examiner and Surgeon	Fresno, Cal.
Dr. D. H. Trowbridge, Jr.	Oculist	Fresno, Cal.
Dr. Wayne Hunt	Aurist	Fresno, Cal.
Dr. O. B. Doyle	Asst. Dist. Examiner & Surgeon	Fresno, Cal.
Dr. J. D. Wagner	District Surgeon	Selma, Cal.
Dr. W. H. Nielson	District Surgeon	Fowler, Cal.
Dr. E. C. Halley	District Surgeon	Sanger, Cal.
Dr. G. A. Hawkins	District Surgeon	Reedley, Cal.
Dr. R. E. Cronemiller	District Surgeon	Exeter, Cal.
Dr. Edgar Brigham	District Surgeon	Dinuba, Cal.
Dr. Ewald A. Larson	District Surgeon	Kingsburg, Cal.
Drs. J. E. and C. I. Pendergrass	Emergency Surgeons	Clovis, Cal.
Dr. C. M. Mathias	District Examiner and Surgeon	Tulare, Cal.
Dr. Wiley Zink	Asst. District Surgeon	Tulare, Cal.
Dr. J. Seiberth	District Surgeon	Pixley, Cal.
Dr. Henry A. Rivin	District Surgeon	Delano, Cal.
Dr. W. B. Smith	District Surgeon	Delano, Cal.
Dr. S. B. Hirschberg	District Surgeon	McFarland, Cal.
Dr. F. R. Guido	District Examiner and Surgeon	Visalia, Cal.
Dr. C. T. Rosson	District Surgeon	Hanford, Cal.
Dr. C. T. Rosson, Jr.	Asso. Dist. Physician & Surgeon	Hanford, Cal.
Dr. J. C. Drake	District Surgeon	Kerman, Cal.
Dr. Geo. A. Meracle	Emergency Surgeon	Caruthers, Cal.
Dr. Wm. P. Byron	District Surgeon	Lemoore, Cal.
Dr. Bryson E. Cox	District Surgeon	Coalinga, Cal.
Dr. Thorwald Johnson	Assistant District Surgeon	Porterville, Cal.
Dr. W. W. Tourtillott	District Surgeon	Porterville, Cal.
Dr. J. R. Fillmore	Emergency Surgeon	Strathmore, Cal.
Dr. H. G. Campbell	District Surgeon	Lindsay, Cal.
Dr. C. L. Moore	Acting Division Surgeon	Bakersfield, Cal.
Dr. N. J. Zahry	Acting District Surgeon	Bakersfield, Cal.
Dr. J. M. Kirby	Consulting Physician & Surgeon.	Bakersfield, Cal.
Dr. R. M. Jones	Oculist and Aurist	Bakersfield, Cal.
Dr. Harold L. Schlotthauer.	District Surgeon	Tehachapi, Cal.
Dr. Harry L. Horswill	District Surgeon	Mojave, Cal.
Dr. Howard W. Dueker	District Surgeon	Lone Pine, Cal.
*Dr. George D. Schultz	District Surgeon	Lone Pine, Cal.
Dr. Harvey Crook	Emergency Surgeon	Bishop, Cal.
Dr. Thomas A. Drummond.	Emergency Surgeon	Randsburg, Cal.
Dr. W. R. Senseman	District Surgeon	Lancaster, Cal.
Dr. N. H. Snook	District Surgeon	Palmdale, Cal.
Dr. E. C. Innis	District Surgeon	Saugus-Newhall, Cal.
Dr. R. W. Johnson	District Surgeon	San Fernando, Cal.

*Subject to call to Independence, Cal., at all times.

Note.—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITALS

GENERAL HOSPITAL........SAN FRANCISCO
EMERGENCY HOSPITAL........BAKERSFIELD
WHITE MEMORIAL HOSPITAL........LOS ANGELES

RATING OF ENGINES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno via Goshen Jct., Rosamond and Lancaster	Famoso and Fresno via Exeter	Bakersfield to Rosamond	Lancaster to Saugus	Saugus to Lancaster Rosamond to Bakersfield	Los Angeles to Saugus	Saugus to Los Angeles
M-4	M-63 20/28 126, 135-S	1617 to 1713	190	4150	3300	580	750	680	730	820
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825	200	4850	3800	700	900	820	930	1000
M-9, 11	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1831, 1836	210	5100	4050	760	970	890	990	1100
M-11	M-63 22/28 153-S, 162-SF	1832 to 1835	200	5300	4200	780	1000	910	1020	1130
T-23	T-63 21/28 156-S, 163-SF	2301 to 2310	210	5050	4000	730	940	850	930	1030
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	5550	4400	820	1050	950	1050	1200
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384	210	5700	4500	860	1050	990	1050	1200
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	4600	3600	630	800	740	800	890
P-4	P-77 23/28 155/B-58-SF	2401 to 2436	210	5000	3950	690	870	800	900	1100
P-6	P-77 25/28 172-S, 179-SF	2453 to 2458	200	5650	4450	810	1000	940	1000	1150
P-8, 10	P-73 25/30 181-SF	2461 to 2475, 2478 to 2491	200, 210	6250	4950	830	1100	980	1100	1250
P-8, 10	P-73 25/30 183/B-63-SF									
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2624 to 2860	210	6100	4800	900	1150	1050	1200	1300
C-5, 8, 9, 10	C-57 22/30 185-S, 194-S									
A-6	A-81 22/28 127/B-64-SF	3000 to 3003	210	4400	3450	600	750	690	700	800
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	3600	2850	450	580	530	550	630
Mk-5, 6	Mk-63 26/28 210-S, 233-SF	3241 to 3277	210	7800	6200	1200	1500	1350	1450	1600
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF	3300 to 3324	205	8550	6750	1300	1650	1500	1650	1850
Mk-7, 8, 9	Mk-63 29/30 247-S, 257-SF	3300 to 3324	176							
F-1	F-63 27½/32 273-S, 282-SF	3611 to 3652	200	8900	7050	1350	1700	1550	1750	1950
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	10200	8050	1500	1950	1750	2000	2200
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3769	200	10200	8050	1500	1950	1750	2100	2300
F-5	F-63 29½/32 306/B-62-SF									
AC-1, 2, 3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	12300	9750	1900	2450	2200	2500	2700
AC-4, 5	AC-63 $\frac{24-24}{32}$ 475-SF, 483-SF	4100 to 4125	235	16000	12700	2500	3200	2900	3200	3500
AC-6, 7	AC-63 $\frac{24-24}{32}$ 517-SF, 515-SF	4126 to 4204	250	17000	13500	2700	3400	3100	3400	3700
AC-8	AC-63 $\frac{24-24}{32}$ 532-SF									
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	8350	6600	1150	1500	1350	1550	1750
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4415	250	9000	7050	1200	1550	1400	1600	1800
GS-2	GS-73 27/30 266/B-104-SF									
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429	280	9200	7250	1250	1600	1450	1650	1850
GS-4	GS-80 25½/32 276/B-118-SF	4430 to 4449	300							
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5048	225	12000	9500	1800	2350	2100	2300	2500
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF									
Allowance for Empty and Underloaded Cars	Less than 40 Ms			6	6	3	3	3	3	3
	40 Ms to 50 Ms			3	3	0	0	0	0	0
	More than 50 Ms			0	0	0	0	0	0	0

MAIN LINES

SAN JOAQUIN DIVISION:

End Western Division to Goshen Jct.	C. P. Ry.	40.10	
End Western Division to Fresno	S. P. R. R.	0.52	
Goshen Jct. to Saugus	S. P. R. R.	210.18	
Fresno to Famoso via Exeter	S. P. R. R.	103.95	
Total main lines			354.75

BRANCHES

Arvin	S. P. Co.	Magunden to Arvin		16.89	
Clovis	S. P. R. R.	Fresno to Friant		24.14	
Coalinga	S. P. R. R.	Armona to Crump		41.02	
Fresno Interurban	F. I. Ry. Co.	Barton to Hammond	2.29		
“ “	“	Barton to Belmont Ave.	14.60	16.89	
Keeler	C. P. Ry.	Benton to Keeler		101.98	
McKittrick	S. P. R. R.	Bakersfield to McKittrick		47.61	
Minkler-Southern	A. T. & S. F.	Porterville to Ducor		12.53	
Oil City	S. P. R. R.	Oil Junction to Oil City		6.76	
Owenyo	C. P. Ry.	Mojave to Owenyo		143.15	
Richgrove	S. P. R. R.	Richgrove to Jovista		4.16	
Riverdale	S. P. R. R.	Ingle to Goshen Jct.		64.48	
Stratford	S. P. R. R.	Rossi to Stratford		8.26	
Success	S. P. Co.	Porterville (Olive St.) to Clavicle.		13.43	
Visalia	S. P. R. R.	Goshen Jct. to Exeter		16.76	
Total Branches					518.06
Total San Joaquin Division					872.81

OWENYO BRANCH

Nominal Class	Mojave to Searles	Searles to Owenyo	Owenyo to Searles	Searles to Mojave
C-5,8,9,10	1480	1480	2600	2600
F-3,4,5	2500	....	....	4350
AC-1,2,3	3000	....	....	5200
AC-4,5	3700	....	....	6700

C. G. TANDY, Trainmaster, Fresno
P. D. ROBINSON, Trainmaster, Mojave
A. H. HOFFMAN, Road Foreman of Engines, Bakersfield
E. F. WASEM, Chief Train Dispatcher,
P. E. TURNER, Asst. Chief Train Dispatcher,
E. P. GIBSON, Asst. Chief Train Dispatcher.

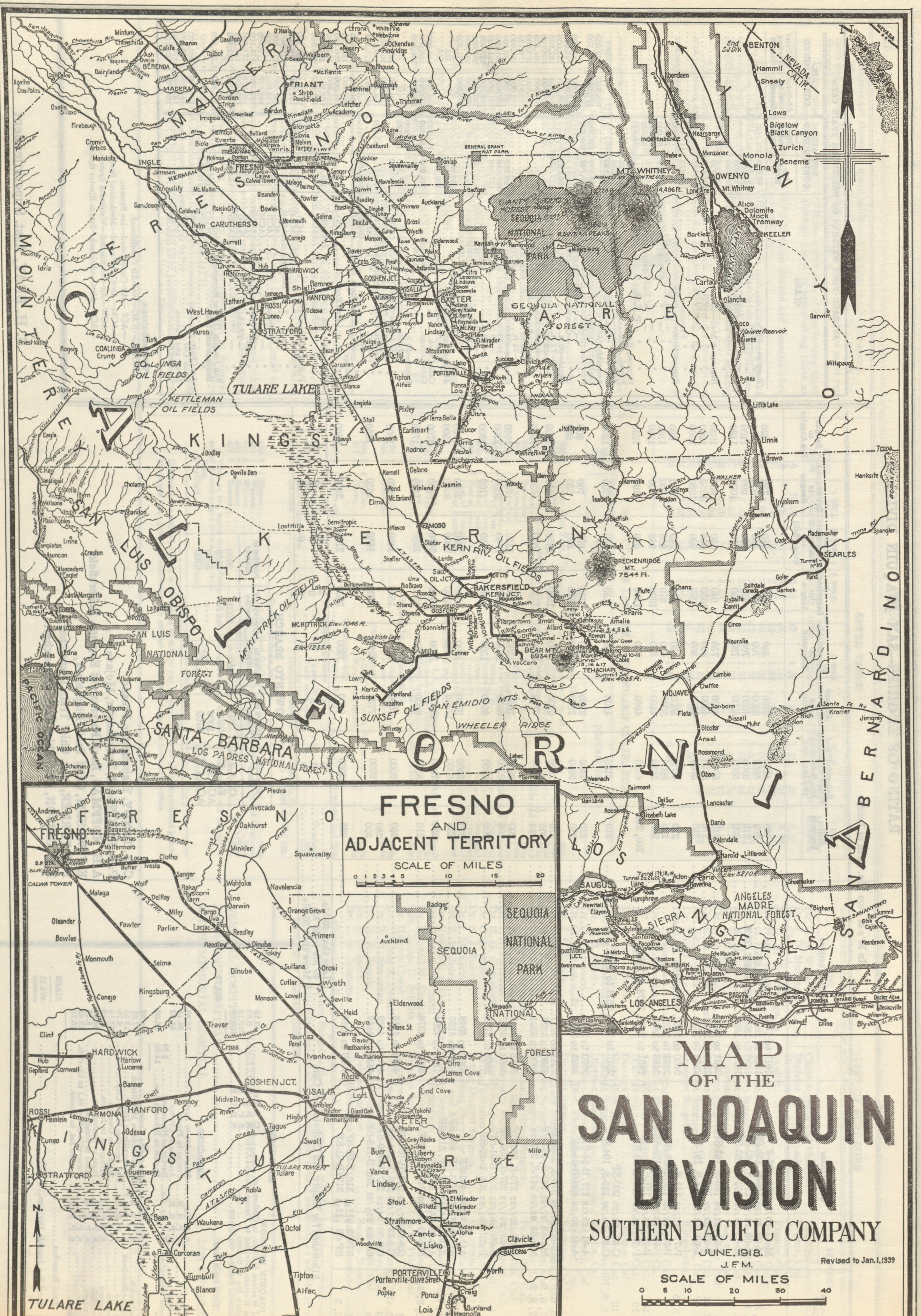
AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40- 154		78,000		
“ “ — “ “ 153- 224		89,000		
“ “ — “ “ 500- 506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500- 799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official...(NAC)	170,700	155,370		
“ —Cars 107-128 (ACW)			182,800	182,800
“ —Cars 99, 140-141 (ACW)			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —Streamline—Single (ACS)			108,900	104,500
“ — “ —Art... (ACS)			181,400	172,600
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			186,000	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200		194,900	178,900
“ — “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400
San Joaquin (11 Car Streamline Train)			1,281,800	1,281,800
Baggage and Mail (NAC)	137,000			
“ (NAC)	127,000			
Art Chair (ACW)			203,000	203,000
Chair Car (ACW)			122,900	122,900
Diner and Tavern (ACS)			129,650	129,650
Parlor-Obs. (ACS)			106,700	106,700

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS—Air-Conditioned—Steam Ejector System.

S. H. BRAY, Asst. Superintendent


CALIFORNIA
MADERA
FRESNO
TULARE
KINGS
KERN
INYO
SAN BERNARDINO
LOS ANGELES
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY
NEVADA
PACIFIC OCEAN
TULARE LAKE
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
SAN LUIS NATIONAL FOREST
LOS PADRES NATIONAL FOREST
ANGELES MADRE NATIONAL FOREST
SIERRA MADRE
GENERAL GRANT NAT. PARK
MT. WHITNEY HIGHEST PT. IN THE U.S. 14,496 Ft.
BRECKENRIDGE MT. 7544 Ft.
BEAR MT. 6934 Ft.
TEHACHAPI Summit Elev. 4025 Ft.
COALINGA OIL FIELDS
KETTLEMAN OIL FIELDS
KERN RIV. OIL FIELDS
McKITTRICK OIL FIELDS
SUNSET OIL FIELDS
SAN EMIDIO MTS.
WHEELER RIDGE
ELK HILLS
Buena Vista Lake
Owens Lake
Kings River
Kern Riv.
Tule River
San Joaquin River
FRESNO
MADERA
FRIANT
HANFORD
VISALIA
EXETER
PORTERVILLE
GOSHEN JCT.
HARDWICK
STRATFORD
ROSSI
FAMOSO
BAKERSFIELD
KERN JCT.
OIL JCT.
GOSFORD
McKITTRICK Elev. 1046 Ft.
MOJAVE
SAUGUS
LOS ANGELES
SAN LUIS OBISPO
SEARLES
OWENYO
KEELER
BENTON
End S.J. Div.
LONE PINE
INDEPENDENCE
Vincent Elev. 3210 Ft.
Tunnel No 25
Tunnel 1 to 4
Tunnel 5, 6 & 7
Tunnel 17, 18, 19, 20, 21, 22
Tunnel 26, 27 & 28
A.T.&S.F. RY.
Santa Fe Ry.
Union Pacific
N
FRESNO AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
FRESNO YARD
CALWA TOWER
TULARE TOWER
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
N.
TULARE LAKE

MAP OF THE SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE. 1918.

J. F. M.

Revised to Jan. 1, 1939

SCALE OF MILES

0 5 10 20 30 40